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293 • November 1997 • Adults Only

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DRAG
SPECIALTIES

TAKING IT EASY

If you'd like to have a pet but are just too lazy to take care of it properly, here are a couple of suggestions: Get a tortoise. All you really have to do is buy the tortoise and stick it out the back door. Chuck out a few lettuce leaves and tomatoes in the summer and occasionally go outside to check that the creature hasn't fallen onto his back. Otherwise, leave it alone. They hibernate in winter, and when they die, you can scoop out their innards and use the shells as soup bowls. Or get a sloth. A sloth smells really, really awful, but they make ideal pets for lazy people. They're so slow-moving that it's not unusual for algae to grow in their fur, making them appear green, and their top speed is a blistering 8 feet per minute. Think of 'em as more of a fury ornament than a companion, and you'll be fine.

A man was shot and killed by two robbers who took, among other things, his pager. Hard up for clues, the police, on a whim, gave the pager a call. The two robbers found a phone and returned the call, for some reason. They were traced, arrested, and charged.

He was working on his motorcycle on his patio, and his wife was in the kitchen. While racing the engine, the motorcycle somehow slipped into gear. Still holding the handlebars, the man was dragged through the glass patio door and went down on the floor inside the house. The wife, hearing the crash, ran into the dining room and found her husband lying on the floor, cut and bleeding, the motorcycle lying next to him and the patio door shattered. She ran to the phone and called an ambulance. After the ambulance arrived and transported the husband to the hospital, the wife uprighted the bike and pushed it outside. Seeing that gas had spilled on the floor, she grabbed some paper towels, blotted up the gasoline, and threw the towels into the toilet. The husband was treated at the hospital and released to come home. After arriving home, he looked at the shattered patio door and the damage done to his bike. He became despondent, went into the bathroom, sat on the toilet, and smoked a cigarette. After finishing the cigarette, he flipped it between his legs into the toilet bowl while still seated. The wife heard a loud explosion and her husband screaming. She ran into the bathroom and found him lying on the floor. His trousers had been blown away, and he was suffering burns on his buttocks, the back of his legs, and his groin. The wife once again ran to the phone to call for an ambulance. The same ambulance crew arrived, loaded her husband on a stretcher, and began carrying him down the stairs to the street. One of the paramedics asked the wife how her husband had burned himself. When she told him, he started laughing so hard that the stretcher tipped over and dumped the guy. He fell down the remaining steps and broke his ankle. (Just not his day, I guess.)

A weirdo was sick and tired of hearing his mom say how much she missed Dad and wished he was still here. (Dad had died six weeks earlier and was buried in a small local cemetery.) So the weirdo went out and dug up his father, took him for a ride around town in the family car, and then went home and sat him at the breakfast table. He called out to his mother saying, "Dad's back!" Mom collapsed and the police were called.

Seems this bro and his ol' lady had been partying all night pretty hard. They decided it was time to "bury the bone" and went to bed to let the festivities begin. After a while, the bro's ol' lady starts screaming, "Get it out, get it out." Well, the bro pulls for all he's worth but "Big Jim" is stuck in her. It seems she was having a rare muscle contraction known as "vaginismus." A medical dictionary describes the condition as follows: "Vaginismus—Painful spasm of vagina from contraction of the muscles surrounding the vagina. May interfere with coitus. May be due to extraordinary hyperesthesia of nerve supply to mucous membrane of vagina at or near site of the hymen, resulting in spasmodic constriction of sphincter-vaginae muscle. May also be due to local trauma, ulceration, lack of physiological lubrication, vaginitus, menopausal involution, congenital malformation, or psychological aversion to coitus." So anyway, try as they might, the two couldn't separate, and she was extremely uncomfortable, screaming in pain. Bro picks her up and goes into the kitchen to call 911 for help. While waiting for the paramedics, he is starting to hurt and decides he wants out now! He looks over on the stove and sees a frying pan. He picks it up and nails her upside her head, his shit theory being that when she is knocked out cold, she will relax and cut him loose. Bad theory! She goes out for the count, but doesn't let go. On her way to the floor (still clamped down on Big Jim), she degloves him. (Meaning she had such a death grip on him when she fell that it pulled the outer skin off his cock!) This is about the time the fire department arrives. She's out cold on the floor bleeding from her head and he is in the corner doing his best imitation of John Wayne Bobbit. The paramedic, in his "radio patch" to the hospital reported being on the scene of "two head wound victims."

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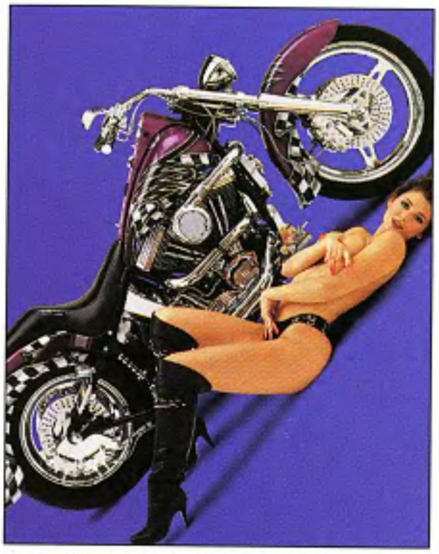

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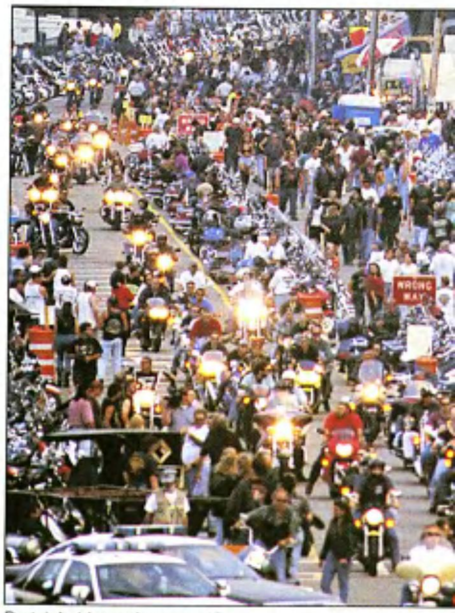

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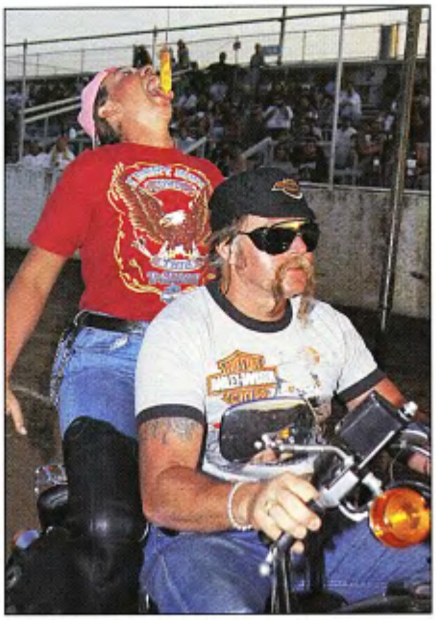

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Pennsylvania Putters Profess

There are still a few of us who love 'em (our bikes) enough to keep 'em and can build, restore or just buy without going to the poorhouse. I have a '74 Harley that I bought back in '92 for a mere $2,000 and since then I've done a few (ha, too many to list) improvements. I got side-swiped by a kid in a cage last year. Well, about $3,000 later (out of his pocket and mine), here it is—simple but sweet.

Flute
Elizabeth, Pennsylvania

It's nice to see letters from us low-class-no-class bikers. I built my Harley from the bottom of a used parts pile. I've got blood in my bike, making it a part of me. It ain't no beauty, but I'd stake my life on it. I get a rush cutting up my hands digging through greasy parts boxes looking for that original *American-made* part. I've done it for 16 years this way; I ain't gonna change.

If you've got the scratch, by all means keep on doin' it. Some of us are still stuck in the past. Your article "Shovelhead Chopper Riders" hit the nail on the head. Keep up the good work.

E.O.
Somerset, Pennsylvania

Big Thank You

It was Hell Week '97 up at Laconia for me. My motorcycle was not running well. I took it out for a test ride after working on it for many hours and got about 6 miles from the motel when the electrical system shut down. I pushed it for about 3 miles. Many people stopped to help but no one could. Then a biker riding in the opposite direction stopped. I looked over and saw the biggest dude I'd ever seen riding a rigid Pan with apes. It was clean and done up to the max.

After telling him what was wrong, he said he could help push me. I have been pulled before but never pushed. Well, this guy knew his shit. He got behind me, put his foot on my shock, and started to go. This was the greatest thing I had ever seen. He pushed me the last 3 miles with ease. I tried to offer him something for his effort, but he said "No, thanks," turned his bike back in the direction he was originally going, and roared off in that true biker style.

I hope he reads this so he knows how much that meant to me. I learned something new after 10 years of riding—that I can push a bike with nothing more than my foot. A big thanks.

Chris Rogaishio
Framingham, Massachusetts

Exotic Dancer Guide Comments

In your May issue you have your annual "Exotic Dancer Guide" listing gentlemen's clubs that welcome bikers.

I personally find the publishing of this list to be an insult to the vast majority of the motorcycling public, motorcycle clubs, confederations of clubs, motorcycle rights organizations, and other groups who are fighting to overcome the various forms of discrimination we encounter on a daily basis.

Your article advertises 327 gentlemen's clubs of which 315 (96.4%) prohibit the wearing of certain articles of motorcycle-related clothing, "colors." Some of these clubs go as far as to prohibit the wearing of plain Harley Ts.

If you want to publish future lists of gentlemen's clubs, please restrict them to those clubs who do not openly discriminate against motorcyclists.

It would be nice to have the "World's Largest Selling Motorcycle Magazine" supporting motorcyclists' rights on this and other relevant issues.

Big Al
Catalina, Arizona

Concerning your "Exotic Dancers Guide"—one fucking listing in Illinois? In Springfield yet. Is that in Illinois?

We've got a shitload in Chicago and the 'burbs, not counting the rockin' neighborhood beer joints where the non-plastic, down-to-earth chicks will rock your world.

City Boy
Chicago, Illinois

Luck of The Irish

You guys probably don't realize how damned lucky you all are. Here in Ireland we have to wear a lid at all times, everywhere, in this itty-bitty country. Be thankful you've got a few free-from-helmet states. Having said that, I love this country to bits. So come on over, bring your Harleys, grab a Guiness, and help us pester our government.

M.C.
Co. Limerick, Ireland

Where? Where?

Where's the fuckin' Valdeez? You featured it in April ("Old Shovels Never Die") and then nothing. Not all the people who read *Easyriders* ride high-dollar bikes. The Valdeez was a breath of rich fuckin' exhaust. If you weren't going to finish it, why did you start it?

Jason Sides
Drexel Hill, Pennsylvania

Hey, Jason don't get your panties in a wad. This issue features the tranny.

They Want to Party

We are a blue collar, married couple in our early 50s. We are not into the drug scene at all. But biking and having a good time are part of our many interests. We're looking for a similar Australian couple who may be interested in trading the fun hosting a vacation for each other.

If you're interested in attending Harley's 95th anniversary in July of 1998, for instance, we would be happy to pick you up at the airport, have you stay at our home, and party with us.

In the future we would like to visit Australia and would appreciate the same favors. If interested, please contact us.

Pat and Dale
P.O. Box 241
Newburg, WI 53060

Tit-illating Reactions

Regarding the "Plastique Fantastique" guide to bolt-on boobs (July '97), here's a suggestion to any bro considering buying your ol' lady a new set of toys: Add zippers! She may try to take them and run. Nothin' pisses me off like the thought of some asshole fondling my fuckin' investment. Those 450cc sons of bitches should be paper weights on my damned desk.

Little Eddie
Ridin' free in Arizona

It really burns me that my best biker babe friends and I can never be featured in any of your pictorials because we're "real." We know about bikes for real, we ride for real, we are real hot, and we have real tits. It truly pisses me off to see a model with fake tits gracing real bikes—and forget how I felt when I saw Bandit's boob guide in the July issue all about fake ones! Don't get me wrong, I am not an ultra-feminist, I just want you to know that not everyone thinks silicone city is attractive.

Demi
Bergenfield, New Jersey

Rose's Ride

Hope you like this photograph. We got married before Daytona. Rose's new ride took Best of Show in its class at

the Harley-Davidson and Boardwalk show. You did a "Readers' Ride" on her trike. Hope you like her new radical Sporty to follow.

Mike DiMartino
Burgaw, North Carolina

Needs A Hobby

Hey, guys, I recognized the tits on page 50 of *Easyriders* #289. They're from *In The Wind* #77 (Sept. 1996), page 96. Some fuckin' memory, huh?

P.S. Do you think I need a hobby?

Tony D.
Bloomfield, New Jersey

You're right, Tony. And, yeah, ya do need a hobby.

We Stand Corrected

What's up with The Sheriff? Did he forget to do his homework, or is he just brain fogged from a good night out? In Tan Anders' Readers' Ride (July '97), he makes the statement *twice* that the 1100 engine is a rare motor and was made only in 1987. Well, being the proud owner of one of these rare motors, let me be one of the first to inform the dumbass that the 1100 Sportster was made in 1986 *and* 1987, the only difference being the '86 had a full front fender while the '87 had a shorty front fender.

Next time he does a feature tell him to pull his head out of his ass (or his mouth off the bottle) and do a little research before he does any writing.

Thumper
Valdosta, Georgia

The Sheriff don't drink ... so that can't be his excuse.

New Rodeo Event?

We here in Bangkok, Thailand, have developed a new rodeo event that we think you should consider adding to your series. Since there are a lot of little Jap "ring-ding" bikes here, we've started a thing called "Yama-dogging." At a stoplight, you pick your Yama-dog out of the pack. A buddy pilots a pickup with the "dogger" in the bed. At the light change, the timer starts. As the bike pulls away, your buddy catches up, and as he pulls alongside, the "dogger" jumps out and wrestles the Yama-dog to the ground. He then uses bungee cords to tie the Yama-dog's hands and feet. When this is done, he jumps up and the timer stops. Points are awarded for style as well as shortest time. We suggest that leathers be worn during this event, as road rash is a major concern (helmet optional—check with local and state authorities).

Dick and Russ
Thailand

A Correction

In the August 1997 issue's Tech Tip, "Back From The Dead," we incorrectly listed some info on Oil Can's rebuild. The Trueseal intake manifold is no longer distributed through STD, and the cost has dropped. You can order the manifold by contacting Dennis Sheehan, Sheehan Foundry, 9352 San Fernando Rd., Sun Valley, CA 91352; (818) 767-7565. For all 1966-1983 models, the cost is $199.95; for 1983 to present models, the cost is $222.95. They still come with the unconditional lifetime warranty. Sorry, Whiskey. Now get off my back!

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

SHOT THROUGH THE HEART

• THE BUCK STOPS HERE

A crimson sun had just risen over the lush green farmlands in upper Michigan. Watching the patchy mists burn off the fields, 10-year-old Dean Henne and his father patiently waited for the school bus. A sudden movement caught Dean's eye and he gestured as an eight-point buck crept into view. Dean's pop quietly pulled out his rifle, carefully sighted, and dropped the animal with one perfect shot right through the heart.

The result? A nice rack for the wall. Plenty of venison stew. And—26 years later—Dean's trophy bike. Well, to be more precise, it was the animal's hide, complete with bullet hole, that gave this motorcycle its unique saddle covering.

Now Dean's a modest guy, and while he's pleased to acknowledge all the attention this award-winning scoot garnered at the Columbus *Easyriders* Bike show, he'd rather talk about riding the rural roads around his home. If you pressed him, Dean would also admit how honored he feels that his bike graces the cover of the newest *Easyriders* swimsuit calendar. But it was just so unexpected, because this is the first custom motorcycle Dean's ever built, and his only intention was to fabricate something fun to ride that would also turn heads.

So how did he end up with the best of both worlds? First off, he is quick to credit his loyal lady, Samantha, who patiently deferred her dream of customizing their old kitchen so Dean could channel enough funds into his project.

Then it was simply a matter of patience, persistence, and perspiration. He was patient through the one year, 11 months, and two weeks it took to go from Atlas frame to the →

resulting road art pictured here. Don't ask Dean how many times he bolted everything together, studied the overall effect, and then unbolted everything to fine-tune his vision.

Persistence meant that whatever Dean didn't know how to do, he learned, whether it meant endless long-distance phone calls around the country, or sweating through the numerous shop manuals he collected. The perspiration part came in because he simply refused to take any short cuts with his future ride.

Try and compare Dean Henne to some other more-famous award-winning builders and he'll laugh modestly and start counting how many bug stains are presently situated on his headlight. Showing a bike is nice, but there's only one real reason to build a show-stopping scoot like this—and that's to add more bug stains.

—Southern Connection

Owner: Dean Henne
City: Bay Port, Michigan

General

Fabrication: owner/Beach City Thunder
Year/make: 1997 H-D
Model: Softail
Value: many dead presidents
Assembly: owner
Chroming: Warren Plating, Brown's

Engine

Year/model: 1995 Evo
Rebuilder: factory
Ignition: Dyna single-fire
Displacement: 80 cubic inches
Lower end: stock
Pistons: H-D
Cases: stock
Heads: Edelbrock
Cam: Andrews EV 57
Carb(s): Carl's Speed Shop
Pipes: Cycle Shack
Modifications: Crane lifters, Tech Products starter

Transmission

Year: 1995
Modifications: polished

Painting

Painter: Dick Vale
Color/type: Lotus Camel pro-racing yellow/smooth
Special paint: Dick

Frame

Year: 1995
Builder: Atlas
Type: Wide Drive
Shocks: Progressive Suspension
Modifications: 35-degree rake 2-inch stretch

Accessories

Bars: Ness chopped
Handlebar controls: Beach City
Fender(s): Ness
Headlight: Headwinds
Taillight: Ness
Dash: n/a
Pegs: Beach City
Foot controls: Beach City
Electrics: Big Bore sealed gel battery
Gas tank: Battistinis/Ness
Oil system: H-D, Ness liquid-filled oil gauge
Seat: Corbin, Carrie, eight-point buck
Mirrors: Beach City
Grips: Beach City

Forks

Type: 41mm H-D
Modifications: 1 7/8 inches under, Ness legs

Wheels

Front

Type: Performance Machine
Size: 21-inch
Tire: Metzeler
Brake: Performance Machine

Rear

Type: Performance Machine
Size: 17-inch
Tire: Metzeler
Brake: Performance Machine

Photos: Michael Lichter

BEST STREET CUSTOM
Easyriders Bike Show Tour, Detroit, Michigan, February 8, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1998.

Bullet hole.

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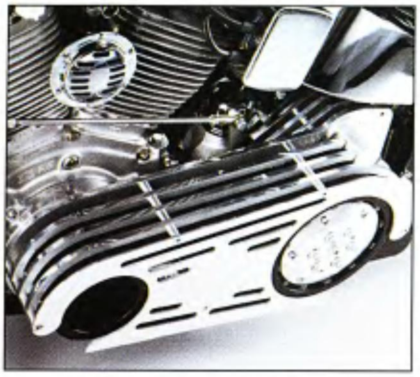
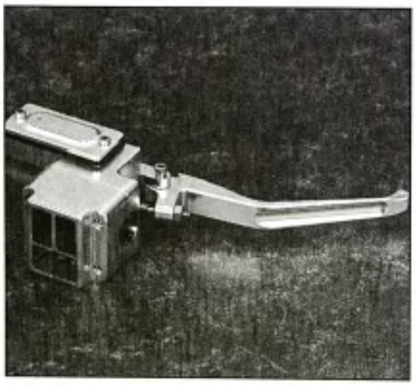
PARTS BOX



Open Belt/Electric Start Cover
I love open belt drives. They're tough-looking, easy to work on, and light. Warneke & Faust, an independent Harley dealer near Hannover, Germany, since 1986, presents further development of the company's 3-inch belt drive with Gleibner Super Clutch and Belt Guard (from 1990-up) with long primary drive gap and forward-mounted foot rests. Hot looking unit. For the real deal contact Warneke & Faust, Dept. ER, Siemensstrasse 29, D-30827 Garbsen, Germany; 011 49 5131-9-23-99.

Easy Flow Release
If you're in the habit of changing your paint job once a month, or you fall down a lot and need repairs frequently, or you're so into performance you shave the heads off your bike once a week, this is the product for you. This is a quick disconnect crossover fuel line, and it makes taking fatbobs off any bike a breeze. Find out more before you burn your garage down by contacting E-Z Flow, LLC, Dept. ER, 3089-C Clairemont Dr. #308, San Diego, CA 92117; (619) 276-FLOW.

Sportster Brake Pedal
This billet aluminum brake pedal and stainless steel pivot pin fits 1980-up Sportsters. The pedal is longer, bringing your foot forward, ideal for use with floorboard mounting systems. That's it. I don't have a damn thing to add, except if you want more information take a sharp knife and scratch a note to: Cycle Stop, Inc../Harley-Davidson, 2550 W. Henrietta Rd., Rochester, NY 14623, or dial (800) 582-7052.



Switched Controls
From the creative mind of Ursula, Bill Gardner's most efficient wife, come complete billet hand controls from the GMA factory. They now include models with switches from 1972 to present. Both master cylinder and clutch side are available. If you want to get a complete, totally revised catalog drip some oil on a piece of cardboard and mail it to the GMA Garage, Dept. ER, 13525 A St., Omaha, NE 68144.

Etched Glass
And now a plug for an *Easyriders* product. Hey, we gotta get paid for somethin'. Classic Impressions presents the new *Easyriders* collection. They offer a complete line of *ER* glassware from shot glasses to ... well, you can check them out. They also offer a complete line of 25th Anniversary products. For the real deal contact Classic Impressions, Dept. ER, P.O. Box 691167, Houston, TX 77269; (713) 251-3434.

The Latest Scoop
Here's another formed fiberglass air cleaner cover, which is ready to paint the color of your choice. The Air Force mounts without a hassle and comes complete with stainless button head Allen bolts, aircraft nuts, and vinyl-coated clamps. To get one before you go to paint on your latest project, contact Force Motor Products, Dept ER, 2935 Maricopa Ave., #178, Lake Havasu City, AZ 86406; (520) 453-7182.

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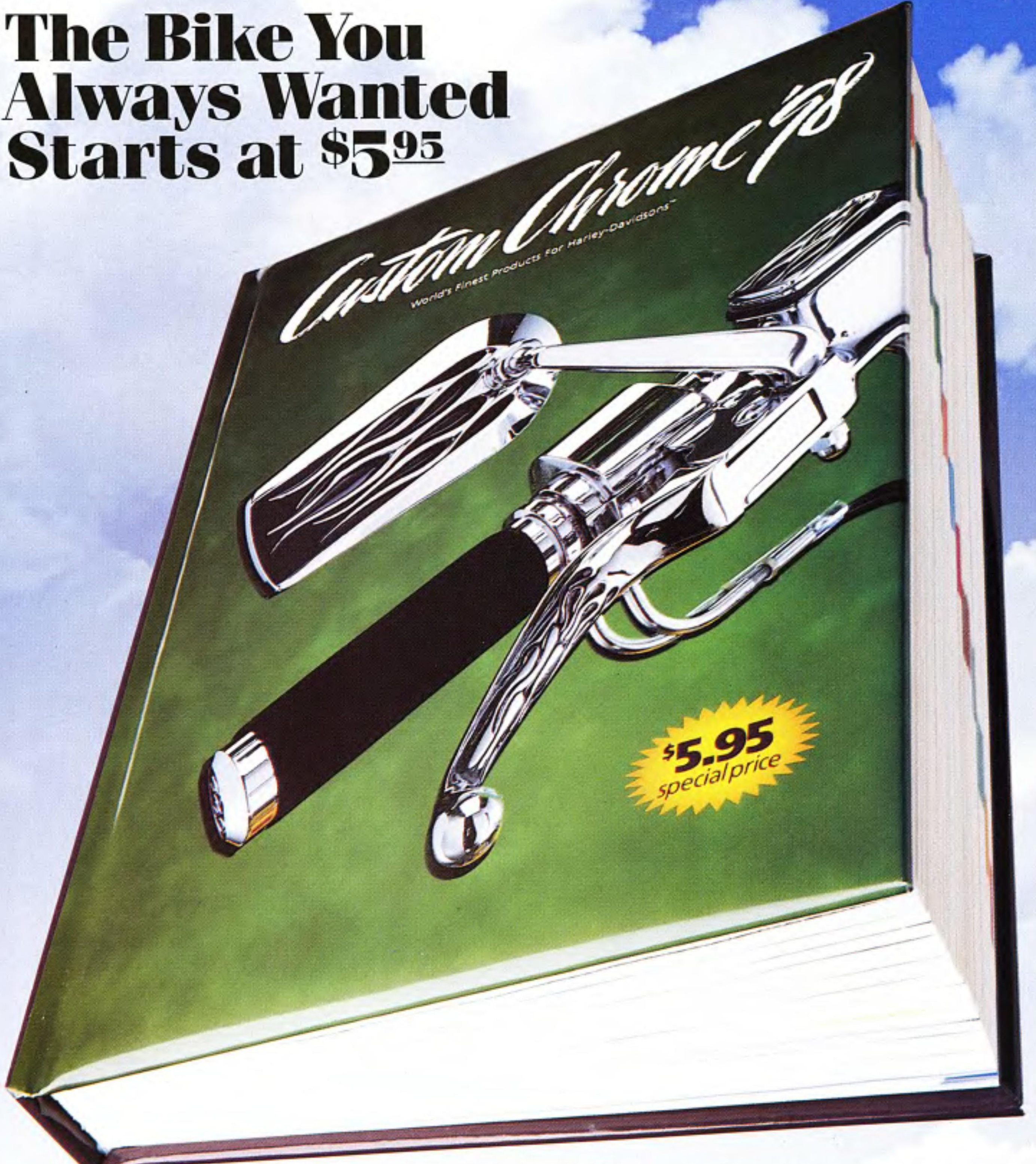

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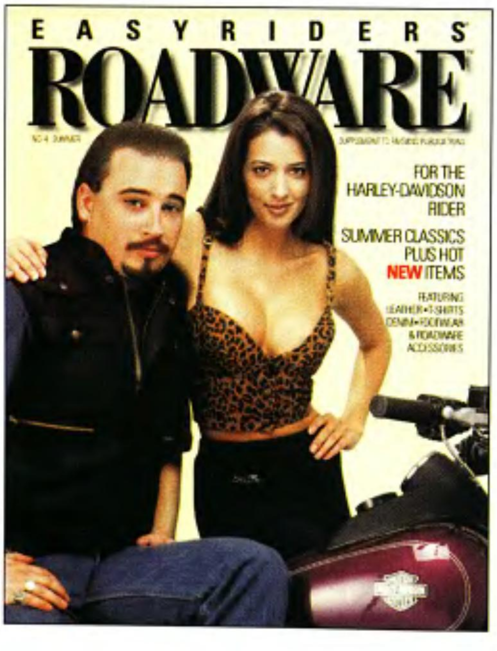

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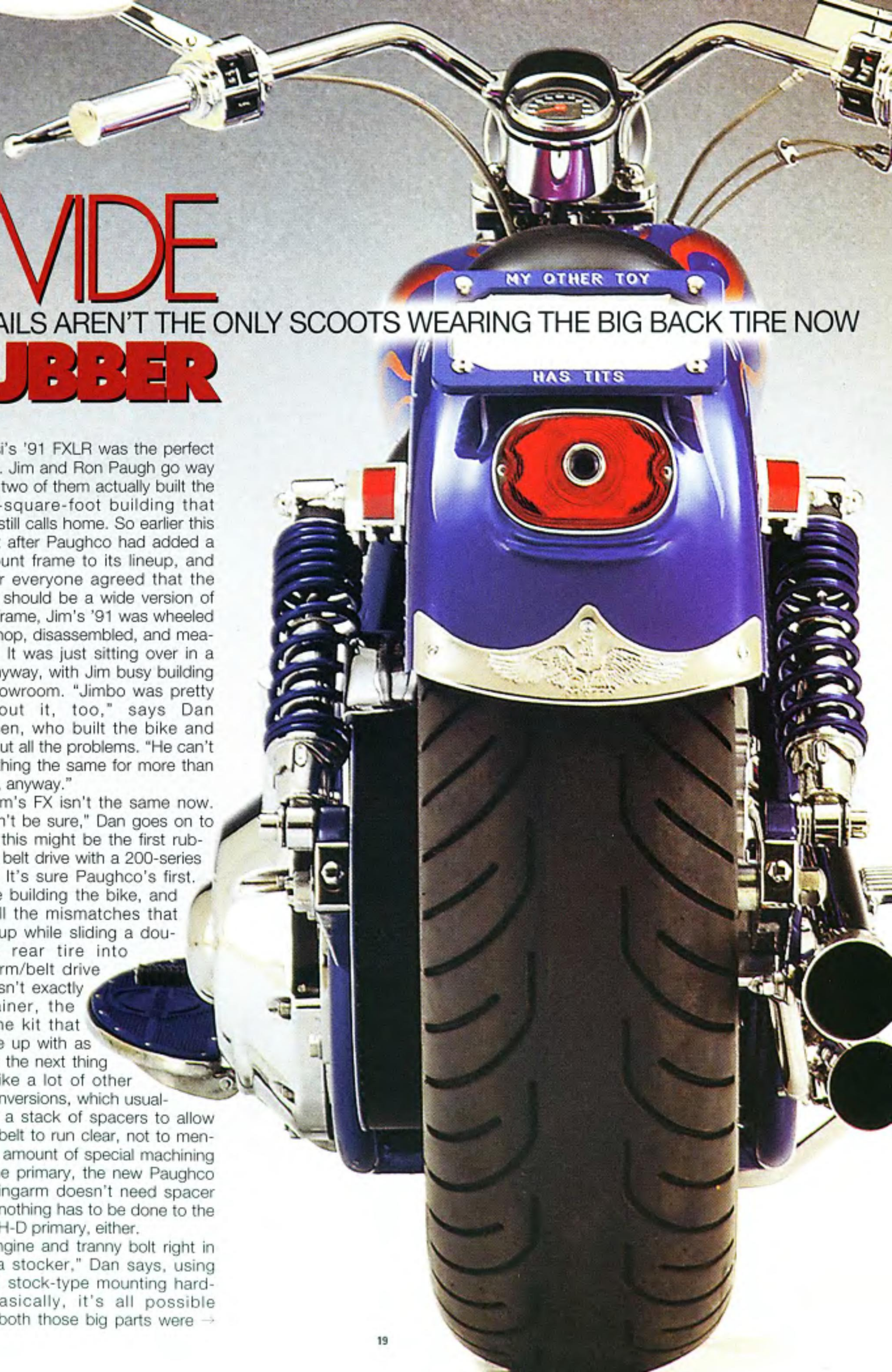


WIDE RUBBER

SOFTAILS AREN'T THE ONLY SCOOTS WEARING THE BIG BACK TIRE NOW

Jim Dressi's '91 FXLR was the perfect candidate. Jim and Ron Paugh go way back; the two of them actually built the 140,000-square-foot building that Paughco still calls home. So earlier this year, right after Paughco had added a rubbermount frame to its lineup, and right after everyone agreed that the next step should be a wide version of that new frame, Jim's '91 was wheeled into the shop, disassembled, and measured up. It was just sitting over in a corner, anyway, with Jim busy building a new showroom. "Jimbo was pretty cool about it, too," says Dan Christensen, who built the bike and noodled out all the problems. "He can't leave anything the same for more than two years, anyway."

Well, Jim's FX isn't the same now. "And I can't be sure," Dan goes on to say, "but this might be the first rubbermount belt drive with a 200-series rear tire." It's sure Paughco's first. And while building the bike, and solving all the mismatches that cropped up while sliding a double-wide rear tire into a swingarm/belt drive scoot wasn't exactly a no-brainer, the new frame kit that Dan came up with as a result is the next thing to it. Unlike a lot of other "wide" conversions, which usually require a stack of spacers to allow the drive belt to run clear, not to mention a fair amount of special machining around the primary, the new Paughco frame/swingarm doesn't need spacer one, and nothing has to be done to the standard H-D primary, either.

"The engine and tranny bolt right in just like a stocker," Dan says, using standard, stock-type mounting hardware. Basically, it's all possible because both those big parts were →

offset inside the frame. It might have been a head scratcher to engineer, but now it's dead simple to duplicate.

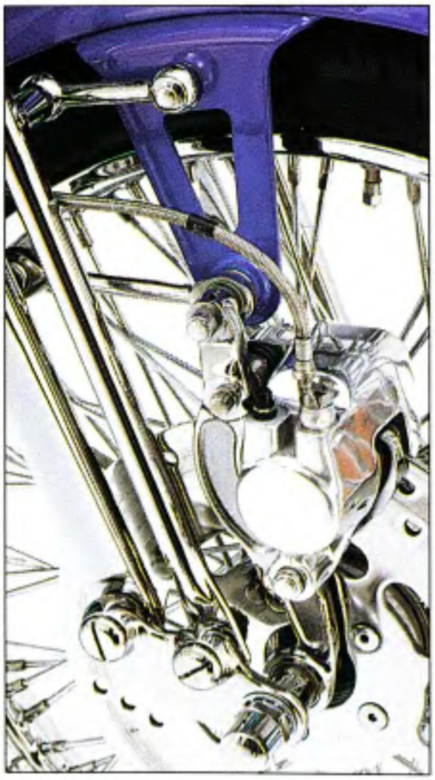
Most of the other pieces on Jim's bike are, as you might suspect, also from the Paughco wish book. Something brand-new, though, is that slim 'n' trim floating front fender riding between the Paughco springer. Once started, Dan and company couldn't get out of the creative mode. To finish it off, "Fat Katz stepped up with the tank," Dan says, "And Le Pera came in

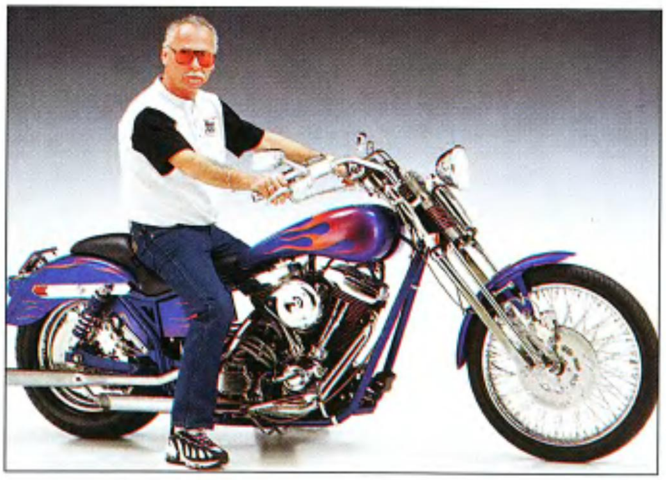
with the seat." And to really finish it off, Jim Farcello over at Kustom Kreations sprayed on the wet-look blue paint and flames. "Mechanically, we kept the motor fairly stock," Dan says. "It's just a strong eighty."

And now it seems that Paughco will keep the whole bike, too. Jim, never one to stand pat, has decided to sell and move on, but since this is the first wide rubbermount, it'll stay in the company. Once Jim finishes up that new showroom it'll have a nice home, too.

—*JK*

MY OTHER TOY





Owner: Jim Dressi/Paughco
City: Carson City, Nevada

General

Fabrication: Dan Christensen
Year/make: 1991 H-D
Model: FXLR
Value: build one yourself
Assembly: Dan Christensen
Chroming: Paughco

Engine

Year/model: 1991 Evo
Rebuilder: Calvin McFarland
Ignition: Screamin' Eagle
Displacement: 80 cubic inches
Lower end: H-D
Pistons: stock
Cases: H-D
Heads: modified H-D
Cam: EV-3
Carb(s): S&S
Pipes: Paughco
Modifications: Calvin McFarland, S&S

Transmission

Year: 1991
Modifications: Paughco wheel sprocket, powdercoated, polished

Paint

Painter: Jim Farcello, Kustom Kreations
Color/type: blue/wet-look
Special paint: flames

Frame

Year: 1997
Builder: Paughco
Type: wide rubbermount
Shocks: Koni
Modifications: 37.5-degree rake, 2-inch stretch

Accessories

Bars: Paughco
Handlebar controls: Paughco
Fender(s): Paughco/H-D
Headlight: CCI
Taillight: molded
Speedo: H-D
Pegs: Paughco/CCI
Foot controls: Paughco
Electrics: Spectra
Gas tank: Fat Katz
Oil tank: Paughco
Oil system: Spectra
Seat: Le Pera
Mirrors: CCI
Grips: CCI

Forks

Type: Paughco springer
Modifications: 3 over, floating fender

Wheels

Front

Type: Kennedys
Size: 21-inch
Tire: Metzeler
Brake: Paughco/H-D

Rear

Type: Akront
Size: 16-inch
Tire: Avon 200
Brake: Performance Machine

Photos: Raiko Hartman

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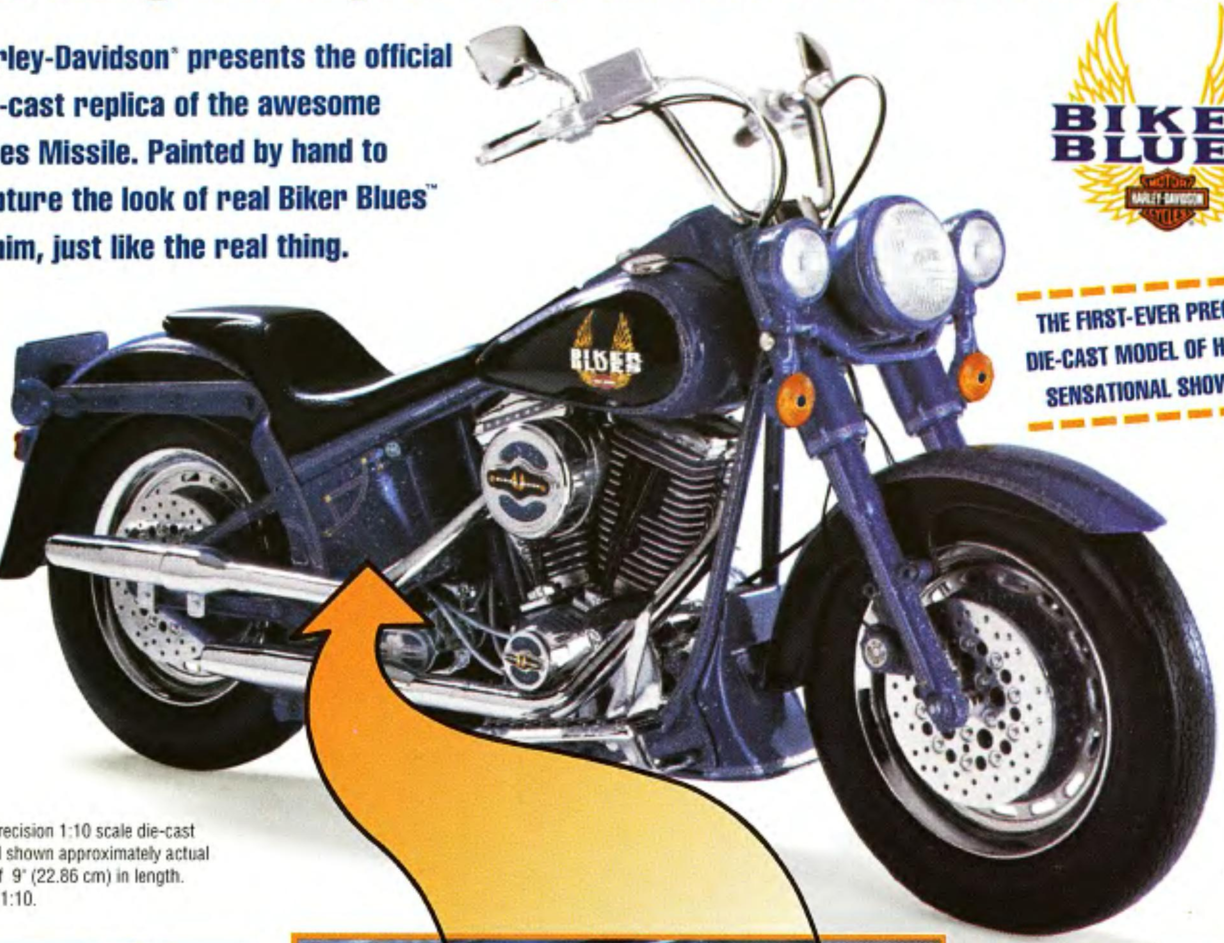

The precision 1:10 scale die-cast model shown approximately actual size of 9" (22.86 cm) in length. Scale 1:10.

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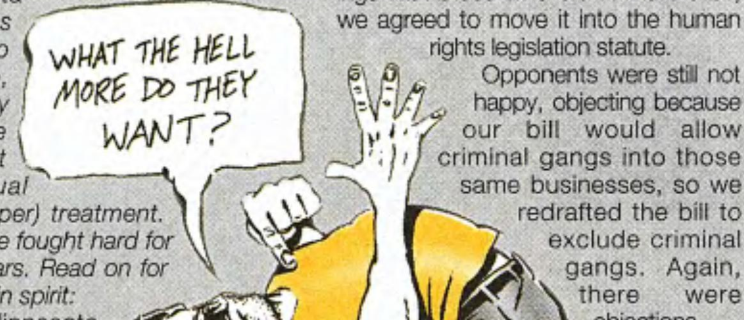
IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

LIFE'S SHORT
RIDE HARD

They'll Be Back

Minnesota bikers refuse to give up, and they continue to fight for equal (and proper) treatment. They have fought hard for many years. Read on for a lesson in spirit:



In Minnesota, H.R. 362/S.R. 1622, would make it illegal for businesses to deny service to motorcyclists based on the mode of transportation or because of their style of dress, including leathers or insignias on their clothing. The original bill was drafted as a new law. After many meetings with those who didn't like the bill, we agreed to move it into the human rights legislation statute.

Opponents were still not happy, objecting because our bill would allow criminal gangs into those same businesses, so we redrafted the bill to exclude criminal gangs. Again, there were objections.

The big hang up this time was the word "insignia," which stated that people could wear things such as swastikas, meant to "incite" the public. So we agreed to language that would address this issue. Again, not good enough. The chairman of the House Judiciary Committee refused to schedule a hearing on the bill. Our only hope was to add our language to a bill that had passed out of committee and was to be heard on the floor. Because we don't have a companion bill in the Senate that reached the floor, we have no vehicle to move this bill any farther during this legislative session. The possibility of passage of this bill during this half of the session is pretty low. Unfortunately, even with the governor on our side, we will still have the same committees and committee chairs hearing these bills next session. Remember, Minnesota had a mandatory adult helmet bill for 10 years before we won our freedom. We fought for six years in a row to exclude motorcyclists from no-fault insurance. Ultimately, we will win. *—Bob Illingworth, MMRA*

Making Sure They Never Forget

I recently received this kite from Manuel Hernandez, who is the national commander of the Hispanic-American Airborne Association:

The United States Postal Service has elected not to fly the POW-MIA flag at their offices any longer, and we, the Veterans of the United States, are requesting a change in federal law. We need support and are sending a delegation of veterans to Washington, D.C., to address the POW-MIA issue in Congress.

Well, brothers and sisters, you heard the man. Let's make a few calls and write a few letters. It seems the past is fading in the eyes of those who make these kind of decisions.

For further info contact Manuel Hernandez at (213) 227-0394.

—Oz

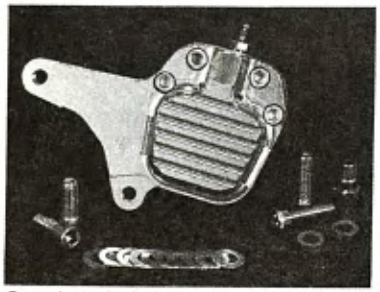
Bros Build A Safe Haven

Bikers helping their communities is a topic we never tire of, so when Indiana bro David Adams told us about a trio of bikers in Warsaw, we figured you'd wanna hear about 'em.

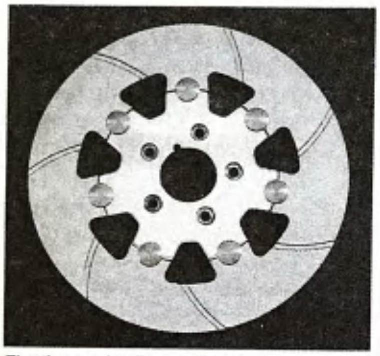
Keith "Jethro" Van Hoff, Don "Frenchie" French and Gary "Tall Bear" Caibaiosai are three bros who were determined to help the kids who are so often forgotten by many charities. Those are the teenagers who need help, but have a hard time finding it.

Two years ago, Keith started a Friday night youth group, and was successful in parlaying that into opening "Safe Haven," a club for kids who are willing to leave gangs and drugs behind. *Easyriders* thanks Keith, Don and Gary for their dedication, and David for giving us the opportunity to tell you folks about it. For info call (219) 269-1902. *—Oz*

1997 NEW FROM GMA



One-piece dual piston calipers and bracket design. All front models 1984 to present.



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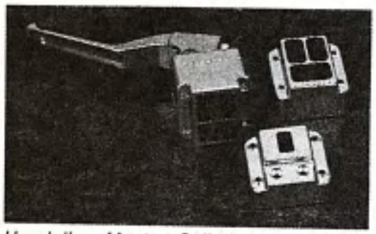

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Rear Brake Application — 4-Piston Design. 1987 to present. FXST - FXWG soft tail.

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HALL OF FAME
BILL "SPUTNIK" STRAIN

Photo: courtesy of NCOM

Sputnik and Jesse McDougald

Fifteen years ago a tornado blew into ABATE of Texas, and motorcyclists' rights in Texas have never been the same. What could have been called Hurricane Bill, was simply known as Sputnik, a nickname hung on him by a relative during his scufflin' years. (For a more detailed explanation, you will have to ask him yourself.)

In July of 1992, Sputnik founded the Texas Motorcycle Rights Association to widen the attack on the Texas helmet law. Since then, he has been making almost daily round-trips to the State Capitol. His vision was realized this year with the rollback of the Texas Motorcycle Helmet Law for those 21 and over. The new law has some qualifiers in it, but Sputnik is confident the coalition of rights groups will be able to strip them out, either in the legislature or in the courts. Sputnik is quick to spread the glory around, making sure ABATE and the other rider groups who helped pull the load get their fair share of credit.

Born overlooking Route 66 in Oklahoma, Sputnik took his first ride on a Harley-Davidson in 1953 and hasn't looked back since. We would like to thank Sputnik for his dedication and hard work. We are sure the bikers of Texas sleep a little sounder knowing this Sputnik will be orbiting the Austin Capitol for a long time to come.

—Oz

IDAHO RIDERS REMIND
CITIZENS ABOUT SAFETY

The bikers of Idaho like to remind the folks up there about motorcycles and the proper way for car drivers to treat them. With this in mind, the Idaho Coalition for Motorcycle Safety put on this year's Motorcycle Awareness Rally at the capitol in Boise. Making their way to the steps of the state capitol building, 700 people on 400 scooters then went to Municipal Park where the Christian Motorcycle Club was cooking up burgers for everybody. The scooter parade down the freeway had a police escort, complete with flashing red lights.

Photo: Bob Brumpton

The Rally was supported by the AMA, MRF, and even the state government. Chuc Coulter, ICMS and MRF officer, read a proclamation from Governor Philip Batt, and Dale Smillie of the AMA gave a short speech on the importance of staying on top of motorcycle politics. Idaho bikers and the Christian M/C are doing a fine job. Good work Idaho!

—Oz

STATE-BY-STATE MOTORCYCLE LAWS

Easyriders has provided the following chart—courtesy of AMA—to keep Harley riders, who are touring cross-country, abreast of the most current state-by-state motorcycle laws. Remember that while many laws vary from state to state, all 50 states require a motorcycle operator's license. Neither Paisano Publications, Inc. nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, however, to ensure the information is correct at the time of publication.

	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Use of Headlight	Passenger Seat	Passenger Footrests	Passenger Age Restrictions	Helmet Speakers	Mirror Left (L), Right (R)	Periodic Safety Inspection	Radar Detector	65 mph Speed Limit
Alabama	x	#		17	>	>			x			*
Alaska	x-4		x-15	17	>	>		"	x (L,R)	x-27		*
Arizona	x-4	#-12	x-14	17	>	>			x	x-28		*
Arkansas	x-6		x	x-17	>	>			x	x		*
California	x	#-6,12		x-17,20	>	>		24	x	x-27		*
Colorado		#-12	x	17	>	>			x	x-27		*
Connecticut	x-4,9	#-4,12	x-14	x-17,21	>	>			x	x-27		
Delaware	x-1,2,5,9	#-4,12,13	x	17	>	>			x	x		
Florida	x	#-6,12,13	x	x-17	>	>			x	x		*
Georgia	x	#-12,13	x-14	x-17	>	>		25	x			*
Hawaii	x-1,4	#	x-14		>	>	23		x	x		
Idaho	x-4	#-6		17	>	>				x		*
Illinois		#-4,12,13	x-9	x-17	>	>			x			*
Indiana	x-4,9	#-12	x-4	x-17,18	>	>						*
Iowa		#-11,12		x-17,19	>	>			x			*
Kansas	x-4	#-12	x-14	x-20	>	>			x (L)	x-27		*
Kentucky	x	#-12	x		>	>			x			*
Louisiana	x	#-12	x-14	17	>	>			x (L)	x		*
Maine	x-7	#-11,13		x	>	>			x	x		*
Maryland	x-1	#-4	x-14		>	>		24	x (L,R)	x-29		*
Massachusetts	x	#	x-9,14	17	>	>		"	x	x		*
Michigan	x	#-4,12	x-14,16	17	>	>			x	x-27		*
Minnesota	x-4,9	#-4	x-30	x-17	>	>		24	x	x-27		*
Mississippi	x									x		*
Missouri	x	#-12,31		17						x		*
Montana	x-4	#-12		x-17	>	>			x			*
Nebraska	x	#-12,13		17	>	>						*
Nevada	x	#-12	x-14	17	>	>			x (L,R)			*
New Hampshire	x-4	#-12	x-14	17	>	>			x	x		*
New Jersey	x-1	#	x-9,14	17	>	>			x	x		
New Mexico	x-1,4	#-4,12,13	x-14	17	>	>			x	x-27		*
New York	x-1		x	x-17	>	>		24	x	x		*30
North Carolina	x	#		x-17	>	>			x	x		*
North Dakota	x-1,4	#-10		17	>	>			x			*
Ohio	x-3,4	#-4	x-14	17	>	>			x	x-27		*
Oklahoma	x-4		x-14	x-17	>	>			x (L,R)	x		*
Oregon	x	#-5,12		x-17	>	>			x	x-27		*
Pennsylvania	x	#-12,13	x	17	>	>		25	x-19,26	x		*
Rhode Island	x-3,6,8	#-11,12,13	x		>	>		"	x	x		
South Carolina	x-1,6		x-6,14	x-17	>	>			x	x		*
South Dakota	x-4	#-12,13	x-14	17	>	>			x			*
Tennessee	x	#-12	x-14	x-17	>	>			x			*
Texas	x-6^	#-4		17	>				x	x		*
Utah	x-4	#-12		17	>	>			x	x		*
Vermont	x-1	#	x-14	17	>	>			x	x		*
Virginia	x	#-12	x-14	17	>	>			x	x	"	*
Washington	x	#-4	x-14	x-17	>	>	22		x (L,R)	x-27		*
West Virginia	x-1	#-12,13	x	x	>	>			x	x		*
Wisconsin	x-4,9	#-4,12	x-9,15	x-17	>	>			x	x-27		*
Wyoming	x-4	#		x-17	>	>			x			*
District of Columbia	x		x-14	17	>	>			x	x	"	
Puerto Rico	x		x	x	>	>			x			
Canada	x	(Remaining information varies by province)										

LEGEND:

- * in effect on designated rural interstate highways
- x required by law
- # available for all eligible applicants
- " prohibited to use or possess
- ^ with requirements
- > required if carrying a passenger

1 reflectorization required
2 must have in possession
3 required for novice riders
4 required under age 18
5 required under age 19
6 required under age 21
7 required under age 15 with learner's permit or for one year after obtaining license
8 required for passengers
9 required for instructional permit holders
10 required under age 16
11 required for first-time applicants
12 may waive skills test for successful completion of rider ed.
13 may waive knowledge test for successful completion of rider ed.
14 required unless equipped with windscreen
15 required unless equipped with windscreen that is 15" or higher above handlebars
16 required at speeds over 35 mph
17 modulating headlight permitted
18 required for vehicles manufactured after 1/15/56
19 required for vehicles manufactured after 4/1/77
20 required for vehicles manufactured during or after 1978
21 required for vehicles manufactured during or after 1980
22 prohibits passengers under age 5
23 prohibits passengers under age 7
24 single earphone only
25 to be used for communication purposes only
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EURO NEWS

Proving the U.S. has no corner on the market when it comes to bureaucratic double-speak and mixed messages, the folks at the Motorcycle Action Group sent this to us.

Craig Carey-Clinch, of the Motorcycle Action Group (MAG), informed us that on May 1, 1997, Britain's Labour Party won control of the government in the United Kingdom decisively! According to Craig, a Labour government would commission research that might lead to relaxation of the 24-year-old requirement for motorcyclists to wear mandated helmets. A policy document, entitled, "Bike to Basics," tries to straddle both sides of the safety argument. At one point it states that abolishing compulsion would not be beneficial. But it then notes the concern of many riders and adds: "We intend to instruct the Department of Transport's transport research laboratory to place new emphasis on examining the benefits and design of all secondary safety measures, with particular emphasis on crash helmets."

As expected, the Nader and Claybrook counterparts across the pond went ballistic and reacted with the typical Ex-Lax panic. A spokesman for the Royal Society for the Prevention of Accidents stated, "There were 445 deaths last year. If helmets were not compulsory, that death rate would have been much higher." Edmund King, of the RAC, said, "It is very unwise even to question the usefulness of helmets."

The introduction of compulsory helmets in the U.K. has always been opposed by bikers from the very start including libertarians, who have steadfastly maintained that mandated helmets restrict vision, damage hearing, and can exacerbate neck injuries.

—MAG-U.K.

SHORT STROKES
STURGIS PRESSURE

Last year about this time, five weeks from Sturgis, I was modifying a dresser for the trip and biting my nails, waiting for it to be finished. A week before we were scheduled to leave and the first time straddling it, I slammed it into a Toyota. This year I'm building a ground-up touring chopper for the 1,500-mile haul to the Badlands, with the help of Ron Simms of Bay Area Custom Cycles, Jesse James of West Coast Choppers for fabrication, Pat Kennedy for his 12-over front end (choppers rule, don't ya know), and Lonny at Dragon Coasters for a tight 98-inch stroker motor. All right, it's five weeks out and the bike is going to the painter and to be chromed in two days. I seem to take shorter breaths daily and like a recently rehabbed cigarette smoker who's continually reaching for the pack, I keep reaching for the phone to get progress reports. There is just no cure for this 30-year jones. Now the news, but first I need to make a phone call ... **The next time you're in a bar** and the rider next to you says that he can't fix his bike 'cause he doesn't have the coin, tell him, "Sell the ol' lady, the car, the house, the kids, muscle someone, get an extra job, deal, steal or wheel, but fix the fucking bike, and do it in style." ... **Why here's the new business of the month.** Professional Pooper Scoopers, "They poop it, we scoop it." I'm curious, does that mean this dude follows you around while you're walking Rufus and collects his droppings? ... **Remember Pat Boone?** Did ya hear he went heavy metal? Let that sink in for a minute. Have ya gotten over the shock? He's still religious and felt he could take his word to the younger set by relating to their music. He did, but not without a backlash. Pat, one of America's best-known Christian entertainers, has been taken off the air by a national religious television network. Trinity Broadcasting Network dropped his ass after he showed up at the American Music Awards dressed in heavy metal garb. Jesus Christ, can't they take a joke? ... **Skip The Trip**, an installer of Viper 200 car alarms, sent us this ditty from their installation manual, "NPC (Nuisance Prevention Circuitry) is designed to prevent pre-heating triggers, such as those from an out-of-adjustment sensor or temporary environmental conditions (thunder or hailstorms, construction noise, a passing group of bikers on Harleys, etc.) ... **In Glendale, California, the city has posted signs** that the helmet laws will be strictly enforced. The local ABATE group is checking into it ... **And while I'm badgering the Golden State**, Caltrans is taking down the signs that say "Motorcycles OK" in the carpool lanes. An ABATE representative called to inquire the reasoning and a Caltrans official said, "We don't want to encourage motorcycle use of HOV lanes. What happened to public safety or the desire to save lives? ... **Here's something I didn't know** until Mother Superior pointed it out. Fat Boy is a combination of names given atomic bombs which the U.S. dropped on Japan. The bomb that fell on Hiroshima was called "Little Boy" and the one that hit Nagasaki was "Fat Man." According to this report to ensure people got the message, the bikes were painted yellow, just like the warheads on the Atomic bombs ... **And from Kuala Lumpur,** Rebel Yell fed us the news that Harley-Davidson Malaysia Sdn. Bhd. plans to set up a plant in Malaysia to assemble bikes for the Southeast Asian region. This would be the first site to build Harleys outside the U.S. For the guys who don't like Harleys shipped overseas, this would ease that drain. On the other hand, could we tell whether the bike was built in Malaysia or here? ... **With that, I've gotta make a call** to South Bay Chrome to see if they can chrome my shit inna week, then I'm riding to a bar and slipping the waitress a couple of extra bucks for deeper glasses of Jack while I pace up and down. Even her 38Ds won't distract me from my mission. We ride to Sturgis or perish. Ride forever. *—Bandit*

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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

BROS NEWS
HOTLANTA!

Photo: Gregg Daniel

I rolled into the parking lot of the Atlanta, Ga., *Easyriders* store early for their First Annual Memorial Day Weekend Bash. What a party! David and Brenda Lowery and their staff didn't have any trouble keeping the action flowing all day long.

They had all the bikes spit-polished and parked out in the sunshine for maximum effect. Titan Motorcycles stopped by on their way back from Myrtle Beach to show off their new models.

They had Doc Savage's new and radical Top Fuel Harley dragster, with its "Oh-my-God"-cubic-inch engine. Calhoun Racing brought two bikes, an "A" Fuel and a fast street class bike, and there was a well-attended bike show with trophies. They had door prize drawings, a horseshoe tournament, and grub all day. For music, Seminole Jackson and The Dixie Blues Band kept everyone movin'.

The Atlanta *Easyriders* franchise has started a Bros Club Chapter. They are officially scheduling a regular monthly ride from *Easyriders* to wherever they damn well please for some beer and grub. Contact the store at (770) 914-6076 for more info. Speak to Brenda, Steve, or Jerome Buffington (the chapter rep).

The Bros Club Michigan Chapter #12 elected Joe Tocco as chapter rep and started a bank account. They plan to support a family for Thanksgiving, and give needy children a real Christmas. Contact them at (810) 783 7300 to learn more and help out.

I have to go now; the weather outside is too good. Catch me on-line or in the mail. Let me know what you're thinking or even give me something to quote. I travel with my laptop so e-mail is the best way to catch me. My e-mail address is BrosClub1@aol.com, and the mail address goes to: Gregg Daniel c/o Bros Club, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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BATTLIN' FOR RIGHTS

Anybody who's been in the trenches of the motorcyclists' rights battle knows that it's wise to keep in touch with what's going on in other countries. So when we heard that there was going to be a conference in Luxembourg we thought we should check it out. Unfortunately Bandit was checking travel vouchers that day and informed me that the AMA was very capable of taking care of us over there, and I should get with them, and forget about the Concord.

The conference was hosted by the Federation Internationale Motorcycliste (FIM), on April 26 and 27, 1997. Items that would potentially impact the U.S., and are currently being drafted by the European Community (E.C.) are leg protectors, air bags, horsepower limits, anti-tampering and a shitload of other less serious, but no less dangerous regulations. Watching out for U.S. bikers, Rob Rasor said, "Clearly, the message of this conference to American riders is that if we are to adequately safeguard motorcycling in the U.S., we are going to have to be keenly aware of what is going on in the E.C., and be prepared to respond. We need to encourage communication between motorcyclists rights organizations worldwide, and this meeting served as a good first step."

Keep your eyes and ears open, and hopefully we'll keep this particular kind of import from coming in the country! —*Oz*

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Part # EFE-1 $29.95
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SPECIFY YEAR AND MODEL
part #ESP-2D Fits BIG TWINS 1936-96
part #ESP-2A Fits SPORTSTERS® 1954-96
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WHAT'S HAPPENING

ALASKA
Freeze-Up Run
Date: September 27-28
Place: Kenai
Info: (907) 522-8574

ARIZONA
ABATE Halloween Party
Date: October 25
Place: East Valley Chapter
Info: (602) 671-9456

ARKANSAS
ABATE Dist. 13 Bike Show
Date: October 4
Place: Jacksonville
Info: (501) 982-4359

Freedom Rally
Date: October 5
Place: State Capitol, Little Rock
Info: (501) 847-8345

CMA Changing Of The Colors Rally
Date: October 15-19
Place: Hatfield
Info: (501) 389-6196

ABATE Dist. 13 Halloween Poker Run
Date: October 25
Place: Jacksonville
Info: (501) 988-9249

CALIFORNIA
SCMA Grand Tour
Date: October 4-5
Place: Big Pine
Info: (714) 892-9287

Run for the Needy
Date: October 5
Place: Reno
Info: MMA (916) 442-4727

Manna Food Run
Date: October 11
Place: Rock Store, Malibu
Info: ABATE (805) 494-3287

VNV MC Bike Show
Date: October 11
Place: Rio Vista
Info: (916) 927-7650

Bare Necessities II
Date: October 12
Place: Norco
Info: Kenny (909) 359-3562

Dirty Dick's Poker Run
Date: October 18
Place: Lodi
Info: MMA (916) 442-4727

Jus Brothers MC Toy Run
Date: October 19
Info: (209) 463-5347

Scavenger Hunt Run
Date: October 19
Place: Van Nuys
Info: (818) 366-9039

Halloween Party
Date: October 25
Info: MMA (916) 442-4727

Cemetery Road Tour
Date: October 26
Place: Colton
Info: SCHRA (714) 892-9287

CONNECTICUT
CMRA Toy Run
Date: October 12
Place: State Capitol
Info: (860) 585-6684

FLORIDA
Biketoberfest
Date: Oct. 30-Nov. 2
Place: Daytona Beach
Place: (800) 854-1234

GEORGIA
ABATE Dist. 10 Poker Run
Date: October 4-5
Place: Dublin
Info: (404) 294-8900

John Crum Memorial Run
Date: October 4-5
Place: Dalton
Info: (404) 294-8900

ABATE Dist. 6 Campout
Date: October 11-12
Place: Fayetteville
Info: ABATE (404) 294-8900

Swap Meet/Bike Show
Date: October 12
Place: SW Atlanta
Info: Lee (706) 342-4543

Greenbriar Childrens Center Halloween Party
Date: October 25
Place: Savannah
Info: ABATE (404) 294-8900

HAWAII
Devils Breed Octoberfest Campout
Date: October 10-12
Info: SBU (808) 591-0026

Honolulu Hoggs Shriner's Run
Date: October 19
Info: SBU (808) 591-0026

Mo'opuna Shriner's Show & Tell
Date: October 26
Info: SBU (808) 591-0026

Koa Puna Halloween Parade
Date: October 26
Place: Maui
Info: SBU (808) 591-0026

IDAHO
Downed Riders Mem. Run
Date: October 5
Info: ICMS (208) 345-6231

Toys For Tots Run
Date: October 25
Place: ABATE of No. Idaho
Info: (208) 683-3795

ILLINOIS
Toy Run
Date: October 5
Place: Shoal Creek
Info: ABATE (800) 872-2283

Bob Lowder's Halloween Party
Date: October 11
Place: Fulton County
Info: ABATE (800) 872-2283

Toy Run
Date: October 12
Place: Dukane Chapter
Info: ABATE (800) 872-2283

Toys For Tots Run
Date: October 19
Place: Springfield
Info: ABATE (800) 872-2283

Halloweenie Roast
Date: October 25
Place: Galesburg
Info: ABATE (800) 872-2283

Mardi Gras Party
Date: October 31
Place: Sparta
Info: (800) 872-2283

INDIANA
Toy Run
Date: October 4
Place: Howard County
Info: ABATE (317) 422-8040

Toys for Tots/Poker Run
Date: October 5
Place: Elkhart County
Info: ABATE (317) 422-8040

Lost Horseshoe Weekend
Date: October 10-11
Place: Pike County
Info: ABATE (317) 422-8040

Fall Fun Run
Date: October 11
Place: LaGrange/Steuben
Info: ABATE (317) 422-8040

Toy Run
Date: October 12
Place: Reg. 12 ABATE
Info: ABATE (317) 422-8040

Hay Ride
Date: October 18
Place: Lake County
Info: ABATE (317) 422-8040

Toy Run
Date: October 18
Place: Grant County
Info: ABATE (317) 422-8040

Spot Shoot
Date: October 19
Place: Vanderburgh County
Info: ABATE (317) 422-8040

Biketober Blues Dance
Date: October 25
Place: Howard County
Info: ABATE (317) 422-8040

KANSAS
Bikers Edge/Newton Toy Run
Date: October 18
Place: Wichita
Info: (316) 267-6677

KENTUCKY
KMA/KBA NW Dist. 8 Motorcycle Safety Event
Date: October 18
Info: (502) 683-3255

LOUISIANA
Jelly Bean Run
Date: October 11
Place: Laplace
Info: ABATE (800) 393-5966

Harvest Bash
Date: October 17-19
Place: Springfield
Info: ABATE (800) 393-5966

Spook House Halloween Bash
Date: October 31
Info: ABATE (800) 393-5966

MAINE
Foliage/Poker Run
Date: October 4
Place: Belfast
Info: UBM (207) 342-4743

Native American Run
Date: October 5
Place: Sanford
Info: UBM (603) 749-6185

Foliage Run
Date: October 11
Place: Falmouth
Info: UBM (207) 781-5486

Foliage Run
Date: October 11
Place: Lisbon
Info: UBM (207) 269-3281

MARYLAND
Jack Daniel's Party
Date: October 12
Place: Capitol *Easyriders*, Gaithersburg
Info: (301) 670-4644

MASSACHUSETTS
Swap Meet
Date: October 5
Place: Lunenburg
Info: MMA (800) 432-1662

MICHIGAN
Fall Color Tour-Toy Run
Date: October 4
Place: ABATE Reg. 5
Info: (616) 689-0774

MISSOURI
Octoberfest
Date: October 3-5
Place: Lone Jack
Info: FORR (800) 309-RIDE

MONTANA
Annual Closer at Quinn's Hot Springs
Date: October 4-5
Info: (406) 434-2473

Halloween Party
Date: October 25
Place: ABATE SW Chapter
Info: (406) 225-9301

NEVADA
Vintage Days M/C Auction
Date: October 3-5
Place: Las Vegas
Info: (612) 633-9655

Roller Coaster Run
Date: October 17-18
Info: (702) 565-9557

Run What Ya Brung
Date: October 26
Place: Winnemucca
Info: (702) 623-4038

NEW MEXICO
Turkey Run
Date: October 11
Place: ABATE Tres Rios Chapter
Info: (505) 632-5416

Toy Bowl (football game between bikers and law enforcement officers)
Date: October 18
Info: Freda (505) 334-0828

Halloween Party
Date: October 31
Place: Tularosa Basin Chapter
Info: ABATE (505) 585-8443

NEW YORK
Fall Foliage Run
Date: October 4
Place: Orleans Chapter
Info: ABATE (315) 448-1961

Toy Run
Date: October 5
Place: Columbia Chapter
Info: ABATE (315) 448-1961

Toy Run
Date: October 11
Place: Trapper's Place, Kingston
Info: ABATE (315) 448-1961

Highway To Hell Run
Date: October 11
Place: Manchester
Info: (315) 448-1961

Toy Run
Date: October 12
Place: Kmart Plaza, Ithaca
Info: (315) 448-1961

Halloween Party
Date: October 25
Place: Medina
Info: (315) 448-1961

Halloween Party
Date: October 31
Place: E. Greenbush
Info: (315) 448-1961

NORTH CAROLINA
CBA Halloween Party
Date: October 25
Place: Charlotte
Info: (704) 399-3990

CBA Run For The Wild
Date: October 25
Place: Chatam
Info: (704) 399-3990

OHIO
Toy Run
Date: October 5
Place: Reg. 1 ABATE/CMRO
Info: (800) 25 ABATE

Halloween Party
Date: October 25
Place: Reg. 13 ABATE/CMRO
Info: (800) 25 ABATE

OKLAHOMA
Muskogee Mystery Campout
Date: October 11-12
Info: ABATE (918) 834-6112

Swap Meet
Date: October 12
Place: Oklahoma City
Info: ABATE (918) 834-6112

Halloween Party
Date: October 26
Info: ABATE (918) 834-6112

RHODE ISLAND
Autumn Fest
Date: October 11
Place: Charlestown
Info: (401) 624-3706

RIMA Toy Run
Date: October 26
Place: Providence
Info: (401) 624-3706

TENNESSEE
Cheatham Toy Run
Date: October 11
Info: CMT/ABATE (615) 883-5024

Forked Deer Toy Run
Date: October 18
Info: CMT/ABATE (615) 883-5024

Dickson/Humphreys Toy Run
Date: October 25
Info: CMT/ABATE (615) 883-5024

TEXAS
Expo/Show/Swap Meet
Date: October 5
Place: Arlington
Info: (972) 216-5520

VIRGINIA
Fall Foliage Poker Run
Date: October 19
Place: Shenandoah
Info: (540) 942-1340

WASHINGTON
Harvest Moon Celebration
Date: October 11
Place: ABATE Sno-King Chapter
Info: (206) 643-9675

Toy Run & Dance
Date: October 18
Place: Okanogan County
Info: (509) 996-3428

Eastside/Rat City Halloween Party
Date: October 25
Info: (206) 643-9675

Halloween Party
Date: October 31
Place: Tacoma Chapter
Info: (206) 643-9675

WEST VIRGINIA
ABATE Freedom Run Helmet Protest
Date: October 5
Place: State Capitol, Charleston
Info: (304) 855-5007

Toys For Tots Poker Run
Date: October 18
Place: Weirton
Info: ABATE (304) 855-5007

WISCONSIN
Fall Colorama Ride
Date: October 5
Place: Kettle Moraine State Forest
Info: (414) 782-1320

WYOMING
Toy Parade
Date: October 4
Place: Central ABATE
Info: (307) 266-1548

RACING EVENTS
For complete listings grab a *Quick Throttle* magazine—on your newsstands now.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

To have events listed, get the information to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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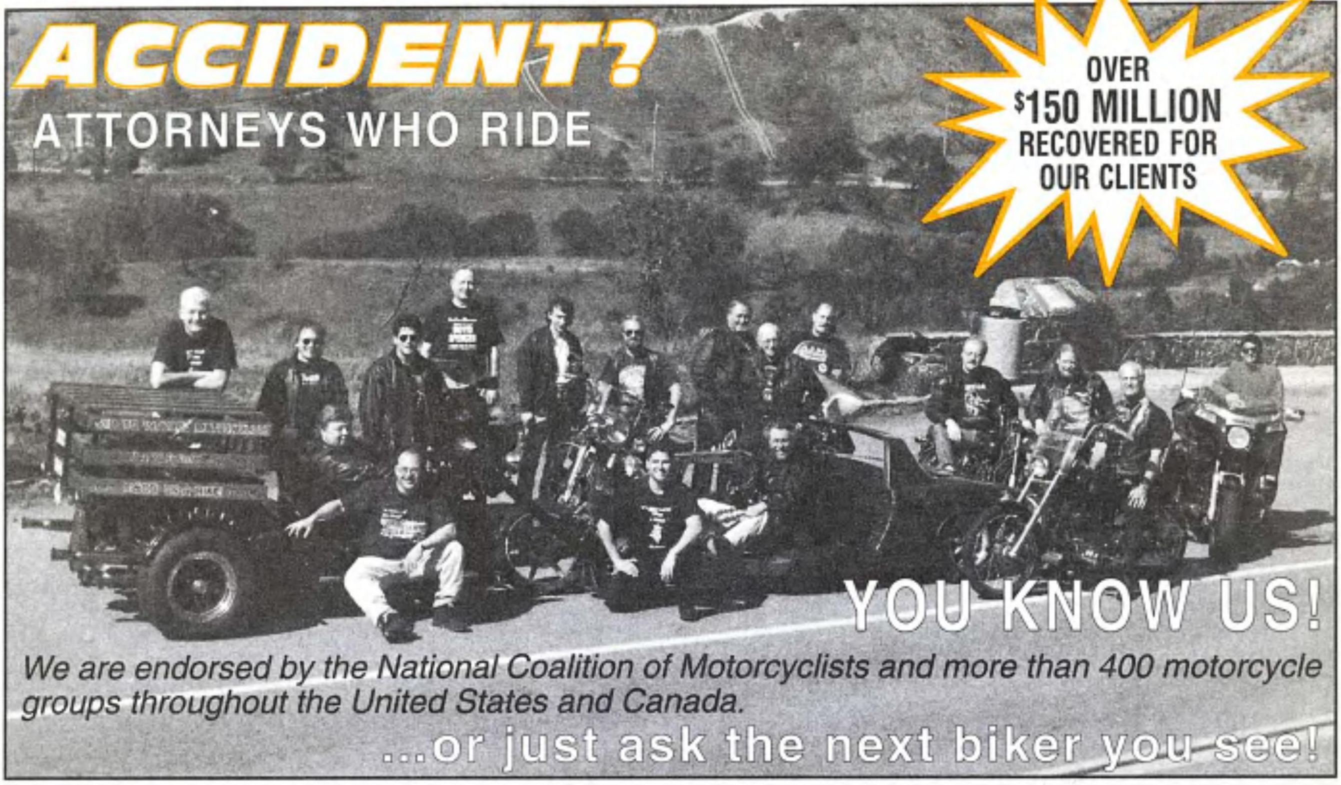

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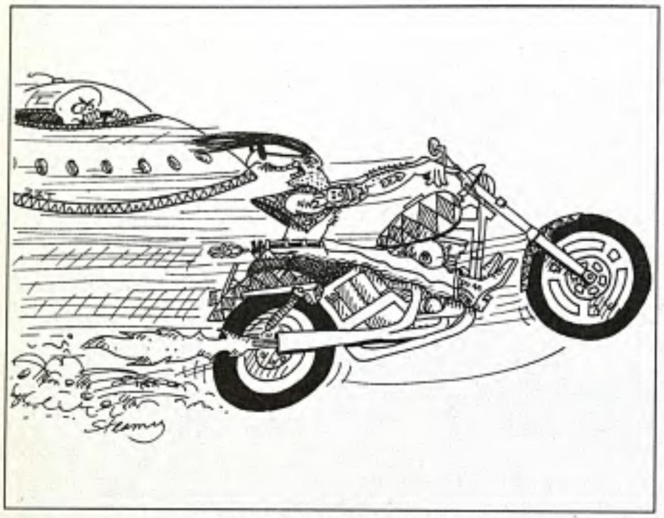
NCOM

PASSING GAS



"Hah! You call that fast, man?"

"Oh, nothing much, Madge—Henry's searching for my erogenous zone."

The game warden had long suspected Deke of illegally poaching game in his woods, so one day he secretly tracked him through the brush to see what he was up to. Sure enough, as soon as Deke reached the first clearing in the forest, the game warden watched as Deke crouched down in the glade and mysteriously began to wave his index finger in the air. Dumbfounded, the warden next saw Deke hold the finger straight out, and within seconds a rabbit hopped up, sniffing the air like mad, and then even trying to lick Deke's finger! Deftly, Deke snatched the rabbit and popped it in his bag.

Deke was on his third rabbit when the game warden couldn't take it anymore and emerged from the brush to bust him for poaching. "I've finally caught you red-handed, Deke," said the game warden, "but look, I'll give you a break this time—provided you tell me how the hell you get those rabbits to come up so close to you like that."

"Aw, that's easy," said Deke, "but it *is* kinda embarrassing. See, before ya go out, ya gotta stick yer finger up yer ol' lady's snatch—it's the scent that drives them rabbits crazy."

The game warden couldn't wait to try this for himself. He turned Deke loose and dashed back home to his cottage. Inside, his wife was bent over on all fours, scrubbing the kitchen floor. The warden crept up behind her, whipped up her skirt, pulled her panties to the side, and popped his finger into her box.

Without turning around, his wife said, "Going poaching again, huh, Deke?"

BRS
USA

Did you hear that recently the circus Rubber Man married the Tattooed Lady?

By the time the honeymoon was over, he'd damn near erased her.

James Wheway
White Deer, Pa.

Why can a woman get by with only one egg, but a man needs to make millions of sperm?

Because they won't stop to ask for directions, either.

Big D
Funtown

The hooker approached Jerry as he walked out of the downtown bar.

"Hey, how about a blowjob for fifty bucks, honey?" she propositioned.

"No way, bitch," said Jerry. "I'm married."

"So what?" said the hooker.

"So," he replied, "my wife'll do it for forty."

Greg Figel
Marquette, Mich.

"Why, yes, Mrs. Peterson, now that I think about it, sperm *is* one of the four basic food groups."

"Damned cellular phone's dead, I'm out of gas, got a flat tire, and not a soul in sight. What else could possibly go wrong?"

A rugrat came running up to her mother and asked tearfully, "Mommy, was I a test-tube baby?"

Her mother patted her bottom gently and replied, "No, pumpkin, you're a regular kid—now go get some Windex and wipe your face."

Glasscutter
At Your Window

Hank and his ol' lady were right in the middle of some hot and heavy foreplay when there came a knock at the front door. Pulling up his pants, Hank went to answer it, saying with a wink, "Keep yer motor runnin', baby—I'll be right back."

"I'll do better'n that, honey," she purred. "I'll hold my finger on the starter button."

Risky
Takin' Chances

How are our ol' ladies like metered parking spaces?

1. All the good ones are already taken.

2. The only ones free are the handicapped ones.

3. Once you manage to find a good one, you have to keep feeding it money to hold on to it.

Randy Vaughn
Beeville, Texas

Panhead Pete found the foxy new waitress irresistible and decided he'd ask her out for a midnight ride, but he couldn't seem to get her attention. Every time he was briefly able to catch her eye, she'd quickly look the other way.

Finally Panhead Pete followed her ass into the kitchen and confronted her.

"Sure," she said eagerly, "I'd love to go out with you!"

Confused, Panhead Pete asked, "Then why've ya been avoiding me out there?"

"Oh, that," replied the hash-slinger. "I just thought you wanted more coffee."

DeeCee
Capitol Hill

A man in his early 50s was lamenting the passage of "the good old days" to a teenager. "I miss the sex, the drugs, the rock 'n' roll, the moral decadence," he said mournfully. "And best of all, nobody cared back then."

"Wow!" the youngster remarked. "Were you at Woodstock?"

"No," replied the aging guy. "Congress."

Balsawood Head
Redding, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"Farting or nonfarting section?"

"If we're going to date, Elliot, you'll just have to get used to this. It happens about three times a month."

TALKING TECH

CLEARANCE CLARENCE

Can you recommend any simple ways for us mechanically declined folks to get our feet wet (or oily?) in the area of working on our own sleds? I'd just love to change the cam in my Shovel, but I know there are things like cam end play and breather gear end play that I need to pay attention to. Can you help?

D.J.
Evanston, Ohio

Sure thing. Changing the cam is an easy task. Remember, never reuse gaskets. New gaskets will be slightly thicker than an old one that's been on the engine for a long time, so proper clearance checking is a must. The simplest way involves getting yourself a pair of dial-calipers (about $45) and then take a trip to the auto parts store and get some Plasti-Gage. It's sold by Sealed Power, and you can find it damn near anywhere. This stuff is real easy to use and comes in three ranges: PG1 (green) .001-.003, PR1 (red) .002-.006, and PB1 (blue) .004-.009. Let's say you changed the cam (and purchased a pack of cam shims with it), and have the new cover gasket in place. After selecting a cam shim, take a piece of the Plasti-Gage and stick it to the cam gear where it will make contact with the thrust washer on the cover side. Bolt up the cover, then unbolt and remove it. See if the Plasti-Gage has been squished down—if it has, simply measure it with the gage provided; if it has not, add a thicker cam shim.

Now, let's say the Plasti-Gage gives you a reading of .005, and you'd like .015 of cam end play. Measure the thickness of the shim you used with your dial-calipers, then select another from the pack that is .010 thinner. Bang, you are in business. Do the same for the breather gear, make sure everything is lined up, and you are ready to bolt the cone on. Tear into it—you will never learn if you don't.

COMFORT TO CRUISE

I currently own a 1991 883 XLH Deluxe. What I would like to do is make my bike comfortable for long-distance two-up riding. In my quest for answers, I've received responses ranging from there is nothing I can do, to buy a bigger bike. I have considered the latter, but affording a larger bike at this time is unrealistic. What I am hoping for are suggestions that are realistic, and available at a reasonable cost.

Daniel R. Meister
Long Beach, California

I have seen old rigids from California ridden to Sturgis, so if anyone says you can't be comfortable on a Sporty, tell 'em to blow it out their pipes. Any major catalog supplier can provide the following list of parts that I'd recommend, so do some comparison shopping to get the best for your buck: forward controls to get your legs out from the cramped mid-shift position (if you have mid-shift), passenger floorboards to provide more than just a peg to rest on, sissybar for the passenger, and a plush seat will make you both a lot happier. Experiment with some different styles of handlebars to see what you feel works best for a long haul—maybe even a windshield. As you can see, it's just basic stuff, but it can all make a difference.

IN A FIT FOR FITTINGS

OK ... custom bike question 12 million. After spending almost all of my cash on a custom I'm building, I just can't see using anything other than braided stainless steel lines on it. I've seen the phony stuff, but I want the real thing, not just slip-on, dress-up stuff. So, where the hell can I get some good-quality stainless steel fittings to go with the trick line? Any help you could offer would be fantastic, since I'm about to snap if I have to go diving through any more catalogs.

Mark Andrews
Sacramento, California

Piece of cake ... or rather stainless. Contact Cherry Performance Products, Corona, California, (909) 272-4175, (909) 272-1716 fax, and for you East Coast guys, Russell Performance, Daytona Beach, Florida, (904) 253-8980. Both have an immense line of fittings, pipe plugs, and special pieces that should satisfy your wants. They'll also make the lines for you (with your supplied dimensions, of course), if you'd rather not mess with it yourself.

If you haven't selected any specific brand for the hose ends and AN line, I'd highly recommend Keith Black Systems (5630 Imperial Highway, South Gate, CA 90280; 310-861-4765). Their product is as high-quality as you can get, and they also have a complete line of H-D brake line parts and pieces.

TIRE TALES

Being a bro on a budget, sometimes I have to run what I can afford, and this is especially true for the tires. I ride a lot, and putting more than 25,000 miles per year on my sled, it seems like I am always putting tires on my bike. The "problem" is that on my last tire change I ended up with a Dunlop on the back, because it was on sale, where my usual Avon was not. You wouldn't believe the hell I get from a couple of my bros who constantly tell me that I can't mix and match tire brands. I say, "Why?" and constantly prove them wrong mile after mile. Anything I can say to get them the hell off my back?

Eagle
Barstow, California

Well, hell! I have done this myself, and I never crashed or had any problems. It seems that there are many myths like this one out there. I'd say that with the amount of miles you log, your time on the road should set your buddies straight. With so many sizes and tread patterns available now, the one warning I was given some time back from my friend Max Martin at Avon Tyres, was never to run a radial and a bias-ply tire together on a bike, and never run radials on a Harley-Davidson. Radials and bias-ply rubber track differently, and by the nature of each one's design, they do not complement each other well at all. Evidently, you can get yourself in serious trouble by running a radial and nonradial; you can even crash. But as far as the brand mixing goes, rubber is rubber. Just make sure that one is not a radial. Ride on. ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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F.I.G.H.T.® UPDATE

Catching Up With The FIGHTers
A Commitment To Freedom

As Skip Raring gets geared up for *Easyriders* F.I.G.H.T. two, we thought we would get caught up on some of the past FIGHTs we have covered.

Ed Alden is still pounding away in Washington State, but reports are that civil rights have suffered at the hands of the Washington courts. Ed writes that a cynic might say that in the Supreme Soviet of Washington, if you ride a motorcycle you have, by implied consent, given up your First, Fourth, and Fifth Amendment rights. The Supreme Court has refused to hear the case of City of Kennewick vs. Diven and Hendricks (*Easyriders* FIGHT, May 1997).

> THE POWERS THAT BE ARE REVVING UP A NEW ANTI-BIKER STATUTE: EYE PROTECTION

The good ol' boys in the Washington court system are using a new tactic on Ed these days, they are raising the rates on exercising your rights. Ed goes on to tell us that in the past, appeals from "courts of limited jurisdiction," primarily traffic courts, have been a somewhat rare event. The reason for that is fairly obvious. Who wants to hire a lawyer and dump dollars into defending a traffic infraction which can be solved for by merely paying a few dollars tribute? The defense of helmet tickets have resulted in a whole new era, in Washington, of court costs previously unheard of. The clerks of the courts have found ways to charge and penalize all defendants for exercising their "right to appeal." Currently, defendants in all cases are not only charged the basic fee (which usually exceeds the cost of the ticket), but are also charged for the clerk's documents (which usually exceeds the cost of the ticket), and a tape of the proceedings, which then needs to be transcribed, and is responsible for supplying all copies that are needed by everyone. If you lose, you can expect to be billed for the state's attorney fees, and any other costs they can come up with. All of this is in response to bikers defending their rights. FIGHT on Ed!

Rob Rasor of the American Motorcyclist Association reports that the appeal of the Spartanburg decision (*Easyriders* FIGHT, November 1996) was heard on June 8, 1997, and he expects a decision within the next several weeks. The AMA is appealing the court's refusal to issue money damages to the Spartanburg bikers from the cops, even though the bikers won their lawsuit.

Tom McGrath, AIM attorney and Freedom Fighter from Virginia (*Easyriders* FIGHT, June 1997), tells us they're ready to go into 1998 with a repeal bill. He also reports that while the beanie tickets have stopped, the powers that be are revving up on a new anti-biker statute: eye protection. Seems you now have to go into court and prove your glasses or goggles are "safety glass" instead of the cops having to prove their case against you. Tom's preparing an article about this that will be in a future issue.

Terry and Patti Sue Nolan informed us that Maryland courts are not quite sure how they are going to get around Mike Lewis' decision, finding Maryland's helmet law unconstitutional in at least that one instance. Terry has attended several court sessions, involving "no helmet" tickets, since Mike's win and says that the mere appearance of either he or Mike in the court room seems to send a chill through the prosecution. Terry is waiting for the proper moment to proceed with a full-on assault, and when it happens, we will be there. Maryland is going to be free, one way or another. We are waiting for a short update from Terry, and as soon as he lets us in on the gory details we will pass them on to you.

Keep up the faith, keep up the F.I.G.H.T., and ride safe. —*Oz*

If you would like to voice your questions, concerns, or experiences about the F.I.G.H.T. for freedom, write to Easyriders *Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000. And remember, you can be a part of the solution by purchasing a F.I.G.H.T. kit. Details are on the ad on this page.*

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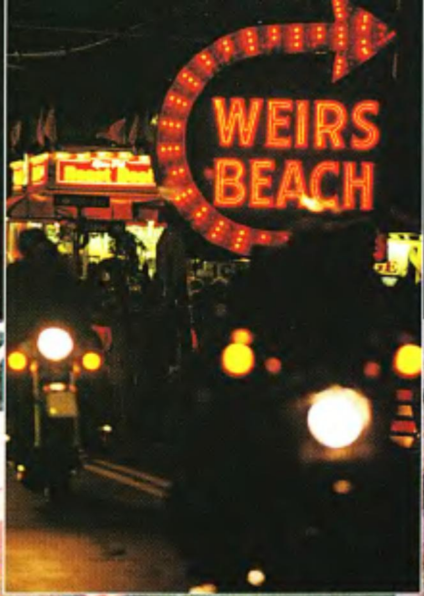
LACONIA '97

PARTY-TIME AT THE NATION'S OLDEST BIKE EVENT

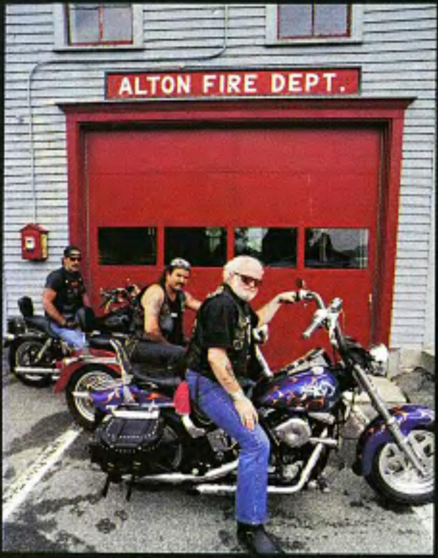
A well-worn road leads to one of the most kick-ass events of the year. Next year Laconia turns 75, making it the oldest biker event in America. I can't say that I've been puttin' to Laconia, New Hampshire, from the beginning (though many of my bros believe I was there in 1923), but my scoot and I have been following this path for more than 30 years. Between my aged bones, my long-standing scoot, and the countryside around Weirs Beach, much history and stories abound!

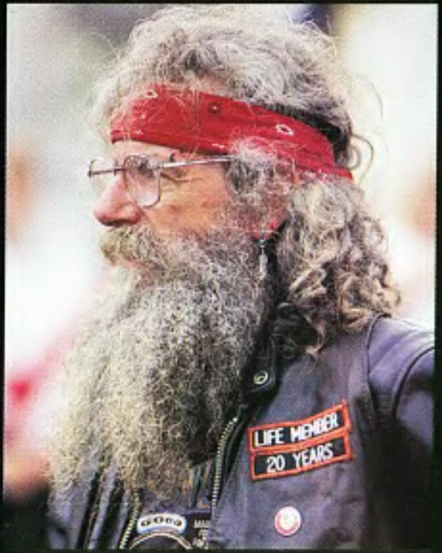
It's not too hard to lose yourself in this area of the Northeast. Over the years I've traveled to them all—Sturgis, Daytona, and events galore—yet the scoot always brings me back to the mountains, lakes, small towns, and especially the folks who reside in this area. If it's hot in the Laconia-Loudon



area, just go 45 minutes north to the White Mountains and ride in the natural air-conditioning, where the snow stays till late June! Most of all, Laconia means wandering around in small villages and towns. Many of them are located on the same bodies of water that the early trappers and Indians used for game and drink. Most have a place to get some great grub and brew at a reasonable price.

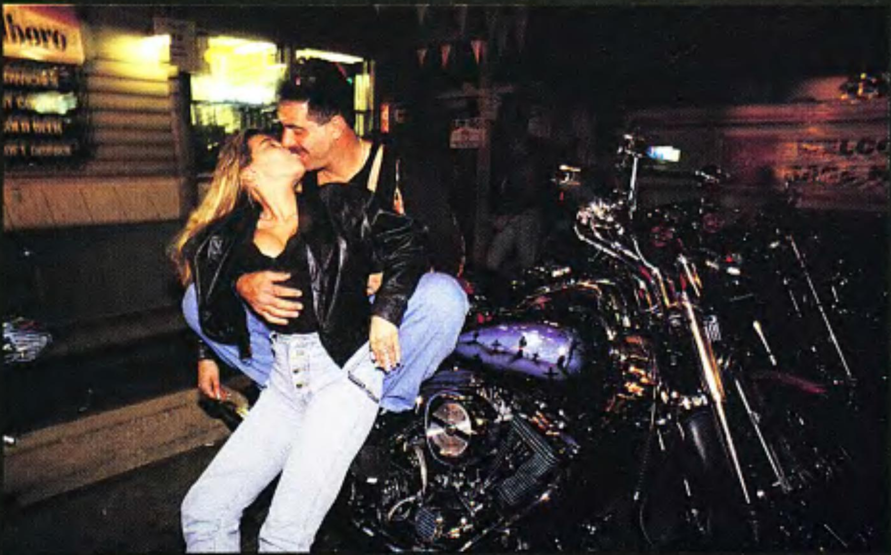
Laconia has changed over the years since the days we camped on the roadsides in the '60s. Some years weren't biker friendly, and the sight of so many cops was enough to drive many good people away. The atmosphere now has evolved, and I give a great deal of credit to some Mainers who bought the track at Loudon. The Bahre family name has long been a household word in New →

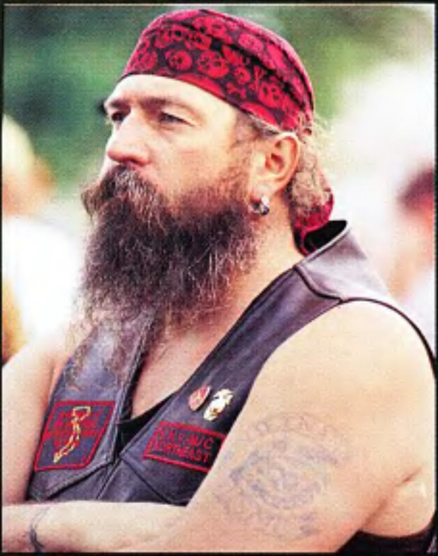


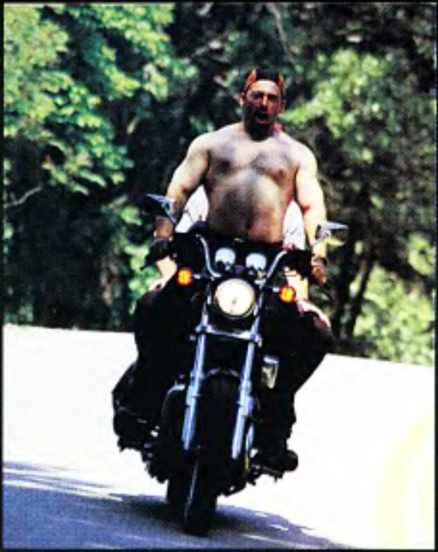


England and the world of racing. Gary Bahre, president of New Hampshire International Speedway, is carrying on the family tradition. Gary has always had a warm spot for scooter tramps and has worked tirelessly to expand the event and make the Laconia region a place for motorcyclists to feel comfortable. (Gary will also be taking over management of the troubled Las Vegas racetrack this year.) This year's efforts and those of such great folks as the Lakeside Sharks MC and, of course, the New Hampshire Motorcycle Rights Organization (NHMRO) paid off in large numbers.The event is now truly a week-long run with shit happening all week.

Food is abundant, and one of the best stops takes you out of the immediate jam-packed area of the Weirs to the corners of Rt. 16 and 25 in West



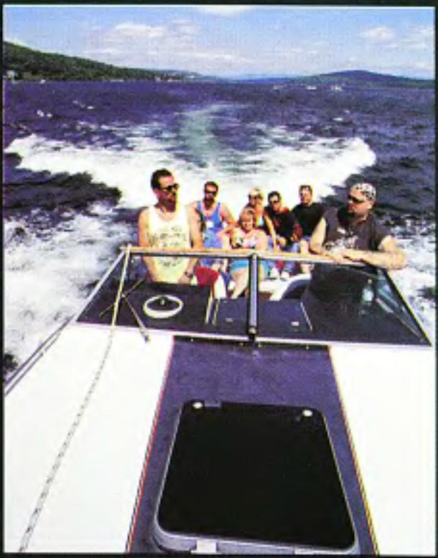


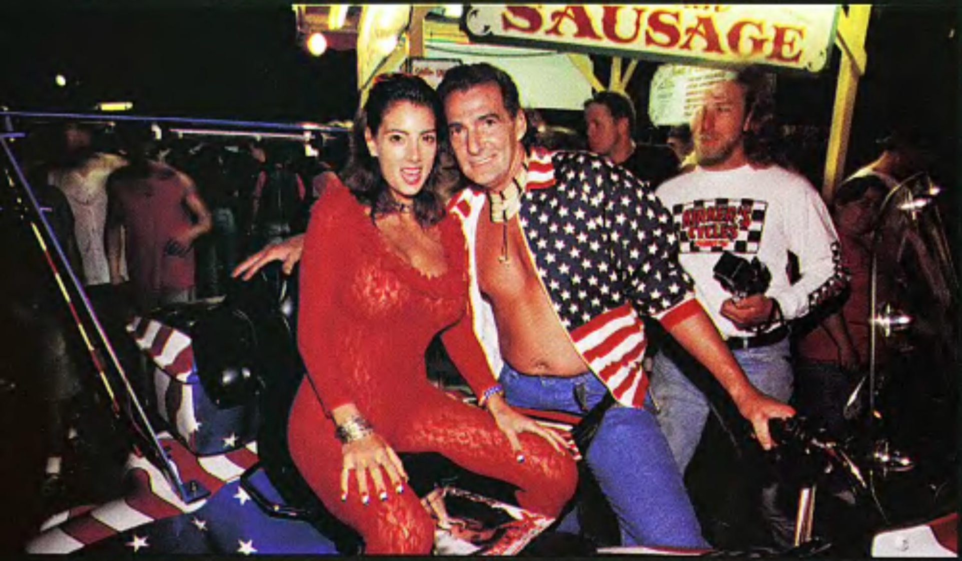


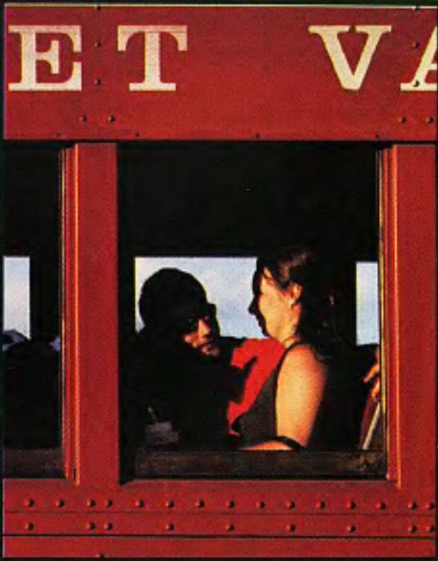
Ossipee, N.H., and the barbecue pit of the Yankee Smokehouse. They love bikers, and you will be topped-off by the time you are done grazing! There are great places for breakfast like the Village Kitchen, on Rt. 25 in Moultonboro, that will jump-start your morning and give your stomach a good coating before another day of fast riding and traffic dodging.

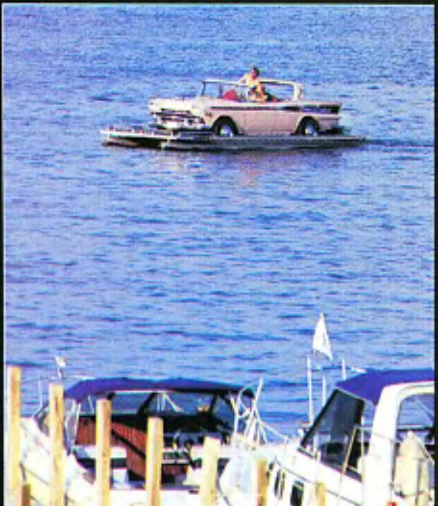
If you get stuck in the Weirs Beach area and one of those little rain showers shows up, a great place to wait it out is TJ's on Rt. 3, across from the Funspot. On more than one occasion my sweetie and I have sat under their tent, drinking beer and listening to Laconia stories while watching the scooters on parade.

And parade they do. It used to be a ghost town in the Weirs early in the →



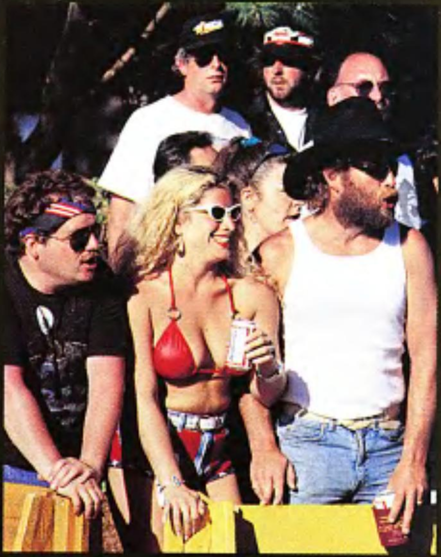


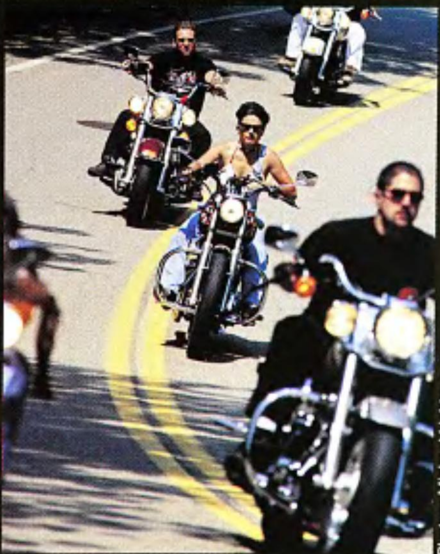




week ... but no more. The place rocks and rumbles with the sound of motorcycles and music. At a place called the Broken Antler Bar & Grill, near the Weirs, it's wall-to-wall pleasure for the watcher and the watched! Events are springing up all over the place like the swap meet in Belmont at the Belknap County Fairgrounds, just off Rt. 106. Or if that doesn't twist your wick, try out the AMA-sanctioned hillclimb in Gunstock, or a hundred other happenings.

But most of all, Laconia is about riding! The ocean is only an hour away. For me, riding north, whether it be northeast or northwest, provides the most entertainment with its engaging natives and the hidden places you can find to explore. Sometimes I just find a curve in the road where I can sit by a stream (skinny-dipping is a must and privacy





Photos: Michael Lichter

abounds) and watch the scooter traffic.

If you like crowds and whole bunches of people, this is also the place to spend your Father's Day—many family traditions have started at Laconia. (Many families were probably started there, too!) Vendors fill the area with almost anything you want to buy. And there are vast assortments of women, most out to strut their stuff. I swear you could go blind shooting pics of the lushest, sweetest, and wildest women in the world. What do you expect from an area that has long winters and women that have to bundle up most of the time? It's summer and time to let the skin show!

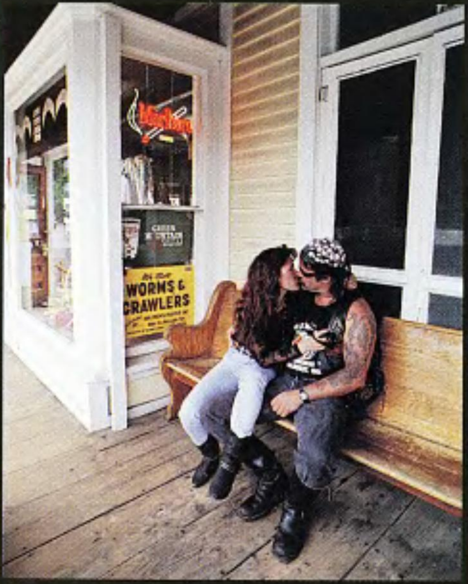
I'll return to Laconia next year and, most likely, the following year. As long as it continues to travel through time and welcome me back, I'll be there.

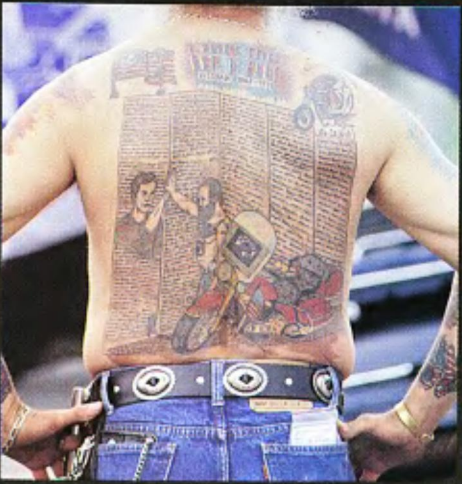
—*Sandman*

LACONIA NEMPCO BIKE SHOW

Once again Nempco held a Charity Custom Bike Show at the 74th Annual Laconia Rally & Races. All proceeds from the event went to the Muscular Dystrophy Association of New Hampshire. Nempco would like to extend its thanks to all the sponsoring manufacturers who donated prizes for show winners. They would also like to thank Laconia Rally & Races for having them back another year, Sandra Lawton and the people at the Funspot for accommodating them, and all the participants of the show for making it a fun and profitable event.

Class	City	Year/Model
Professional Builders		
Mike Ethrer	Quebec, Can.	'93 Spec. Const.
Full Custom		
Mark Davis	West Cornwell, CT	'97 FXR
John Tenn	Manchester, NH	'96 Pro Street
Bob Callanan	Boxford, MA	'97 FLB
Semi Custom Big Twin		
Steve Levesque	Lewistone, ME	'97 Softail
Chuck Rocket	Princeton, MA	'87 FXR
Manny Rose	Woburn, MA	'93 FXLR
Semi Custom Sportster		
Bob Forbes	Barrington, NH	'95 XLH
Paul Bicciere	Winchendon, MA	'89 1200
John Decari	Quebec, Can.	'87 XLH
Mild Custom Big Twin		
John Ianni	Cranston, RI	'95 Fat Boy
Frank Blanding	Worcester, MA	'87 Softail Custom
John Griffith	Hudson, NH	'89 Springer
Mild Custom Sportster		
Ricky Harrelson	Youngsville, NC	'95 Sportster
Tom Boffi	Cranston, RI	'94 Sportster
Marvin Kerstetter	Port Trevorton, PA	'90 Sportster
Custom Classic		
Johnny Gentile	Montreal, Can.	'75 FLH
Scott Vitiello	North Haven, CT	1966 H-D
Bob Timmins	Laconia, NH	1971 H-D
Custom Antique		
Roger Van Buren	Portland, ME	'47 Knucklehead
Joe Biuk	Worcester, MA	'57 Panhead
Suds Blister	Latham, NY	"Many" Buffalo
Ladies Custom		
Barbara Correia	North Dartmouth, MA	'81 FXE
Heather MacDonald	New Bedford, MA	'90 Sportster
Barbara Puglisi	Bedford, NH	'86 Sportster
Modified Stock		
Turk Tasca	Lunenburg, MA	'88 FXRS SP
Kevin Blais	North Providence, RI	'95 Fat Boy
Donald Venancio	Brockton, MA	'95 Heritage Softail
Classic		
Doug Lamare	Laconia, NH	'77 FLH
Antique		
Brian Guilmartin	So. Glastonburg, CT	'28 JD
Russell Wilder	Halifax, MA	'55 FL
Dresser		
G.G. Buffing	Montreal, Can.	'95 Road King
Red Lemire	N. Oxford, MA	'94 Road King
Marjorie Neilson	Ontario, Can.	'96 FLHTC
Alternative		
Bug	Daytona Beach, FL	'88 FXR
Trike/Sidecar		
Tony McFarland	Augusta, ME	'85 Softail
Bill Wheeler	E. Rochester, NH	1976 H-D
Street Racer		
Gene Greene	Augusta, ME	'97 Custom
Bill Gostania	Harvard, MA	'93 FLHF
Fineline Racing	Revere, MA	'87-'97 Sportster
Rat		
Flash	Barnstead, NH	'87 FXRS
People's Choice		
Mark Davis	West Cornwall, CT	'97 FXR
Best Paint		
Steve Levesque	Lewiston, ME	'97 Softail
Best In Show		
Mark Ethrer	Quebec, Can.	'93 Spec. Const./ Pro Builders Class





RACING AT LOUDON '97

Loudon '97 turned out to be such a great time that they could have raced bicycles with flat tires and I'd have gotten up for it.

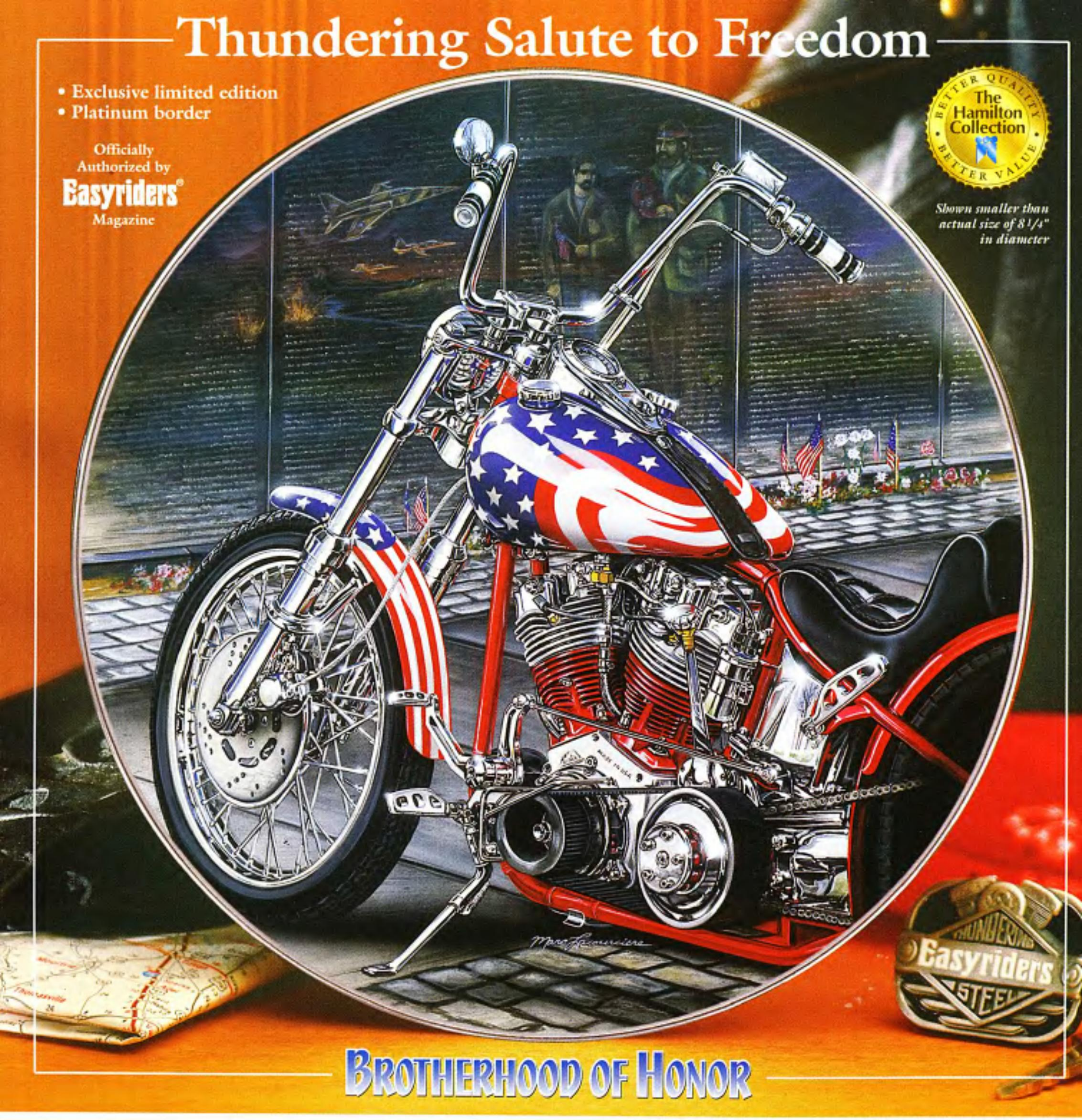
Not that the racing was unusually exciting. Fact is, it wasn't. The big Superbike finale was mostly a professional freight train from beginning to end. And the same went for the H-D SuperTwins final, once Eric Bostrom did his typical disappearing act up front, leaving the rest of the field to fight for all the positions other than first. Bostrom has won *every* race in the series so far this year, and I think this is the first time one rider has done it, since this series started!

Photo: Rick Menapace

Shawn Higbee, the only racer capable of running up front with Bostrom—finishing second to him in every race thus far—was a no-show at Loudon. Rumor was that he threw a bike away in a testing session earlier in the week, breaking some parts of himself along with the bike. This left the job of chasing Bostrom up the Higbee's teammate on the Mitchell's Modesto H-D squad, Dave Estok, who, you guessed it, finished second.

An Italian V-twin won the big Superbike finale, ridden by an Aussie. Harley-Davidson's Chris Carr finished a very respectable sixth on the factory VR-1000, and might have done better if he hadn't had a hard time with slower traffic. Tilley Harley-Davidson's Tripp Nobles was the top Superbike privateer, crossing the line in 10th, which, combined with his third in SuperTwins, resulted in a fairly good weekend for the popular veteran.

—Ricky Racer



It stands for independence, unbridled power and freedom. The proud patriotism embodied in this customized bike contrasts sharply with the solemnity of the polished black granite walls of the Vietnam Veterans Memorial. Yet each stands as a mighty symbol of its country ... one a reminder of those we honor, the other a salute to freedom and individuality.

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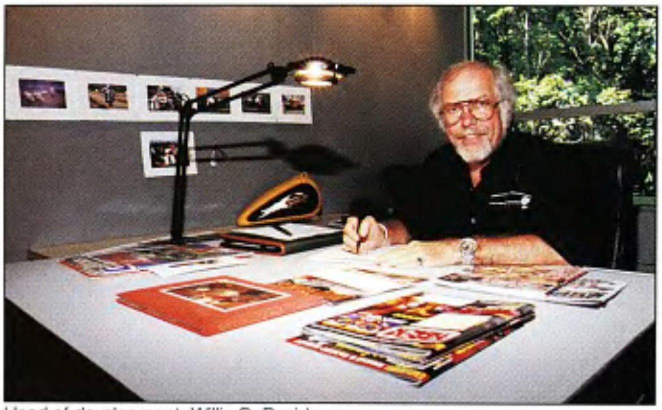
1998 HARLEY-DAVIDSON LINE-UP

Harley's new model roll-out always generates tremendous excitement in the industry as well as with their customers. This year's was no exception, and the factory created more of a media event by holding it in Milwaukee and including a tour of the new "Top Secret" Willie G. Davidson Design Center. Bandit and I grabbed our shit and hit the road. This was one tour we weren't going to miss.

The importance of the Design Center in meeting the needs of the Motor Company in the coming years cannot be overstated. This adds to the irony of the fact that the land that the Center stands on was to be sold off during the hard times H-D experienced. The only reason this didn't happen is due to the vision of Willie G., who flatly refused to go along with the sale. His far thinking saved the property that now houses Harley's plans and dreams for the 21st century. Check out these new models, check your piggy banks, and get ridin'. —*Oz*



Head of development, Willie G. Davidson.

The design process illustrated.

I was immediately impressed with the high-tech atmosphere as we toured Willie G.'s new product development facility, but I was mostly moved by the camaraderie of the staff. Willie G., Louie Netz, and their crew are driving to develop more custom accessories, new products, and new models.

Jerry Wilke has been transferred to Buell to pump up marketing and assembly production to 5,000 bikes per year. Riding and building bikes is a blast and, ultimately, a people-oriented business. It's good to see a motivated staff at Harley taking charge. —*Bandit*

The new Harley-Davidson Development Center.

1998 XLH Sportster 883

$5,245-up

The Sportster 883, also known as the "standard" Sportster, is the classic "entry-level" ride. The solo seat, low-rise handlebar and shorty dual exhaust is joined this year by upgrades to the ignition and fuse systems, and a new amber-lit electronic speedo (available in September). (Laced wheels are available as an option in North America and are standard in remaining markets.)

1998 XLH Sportster 883 Hugger

$5,945-up

This year's Hugger design starts off by lowering the seat to just over 27 inches off the ground. With a solo seat, a pull-back buckhorn handlebar, a new ignition, and other refinements for '98, the Hugger provides a quality ride. (Laced wheels are available as an option in North America and are standard in remaining markets.)

1998 XLH Sportster 1200

$7,610-up

The Sportster 1200 for 1998 features a more compact ignition module to enhance the clean look of the unadorned, classic machine. The pullback buckhorn handlebar, narrow 3.3-gallon fuel tank, and two-up seat remain a part of the pure experience that comes with riding a Sportster 1200.

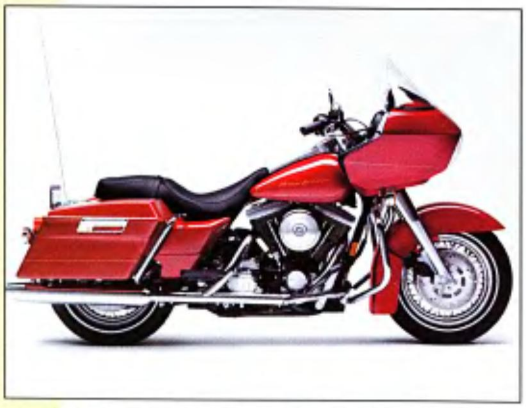
1998 XLH 1200C Sportster 1200 Custom

$8,670-up

The 1998 Sportster 1200 Custom comes equipped with a unique handlebar and riser, bullet headlight, lone speedo, lowered suspension, 21-inch laced front wheel and slotted disc rear wheel with floating disc brakes, and a 1200cc chrome and black Evo engine. New this year is a compact ignition. A limited number of Anniversary Edition Customs are finished with a 95-year cloisonné tank graphic.

1998 FLTR/ FLTRI ROAD GLIDE

$15,650-up



New for 1998 is the Road Glide, a bike built to take touring in a new direction. Custom accents include a sleek frame-mounted fairing and a low windshield exclusive to this motorcycle. Other features include an enclosed twin-oval reflector optic headlight, a unique new "H-D" embossed seat and pillion, a distortion-free sound system, an air-adjustable suspension, barrel-type locks, quick release hardware for the luggage and a nine-plate clutch with reduced lever effort. Wiring and switches for upgrading the ride to individual tastes are included on the special Road Glide handlebar. The fairing interior includes a clean-looking round gauge package which wraps cockpit-style around the rider. The Road Glide is available carbureted or fuel injected. It also comes in the 95th Anniversary Edition. (Production begins October 1997. This model not available in all countries.)

1998 FLHTCUI Ultra Classic Electra Glide

$18,065-up

A fully loaded version of the Electra Glide Classic, the Ultra comes with its own set of improvements for 1998. A nine-plate clutch has been added to reduce lever effort. A stereo has been upgraded to industrial strength and the rest of the sound system has been improved to match it. The CB has better range and reception, and the CB/intercom headset has also been upgraded. Even better is that the CB now sits right up front rather than under the TourPak. Cruise control is also improved and fuel injection is standard. The Ultra also comes in a special Anniversary Edition. (This model is not available in all countries.)

1998 XL 1200S Sportster 1200 Sport

$8,395-up

The Sportster 1200 Sport has been altered inside and out for '98. Powertrain engineers worked on the engine and raised compression and added new cams and dual plug heads. The ignition is upgraded to a single-fire design with timing cued by engine load and rpm sensors to precisely match demand on the engine. A hassle-free fuse box under the cover includes an electronic diagnostics plug. The oil pump has been improved. New ignition components add just enough color to the black-on-black finish of the handlebar, rear fender supports, mirrors, and headlight eyebrow.

1998 FXD DYNA Super Glide

$10,865-up

The Dyna Super Glide exists for those who love to ride. The entry-level 1340cc model contains an 80-cubic-inch Evolution engine which is set low in a vibration-damping Dyna Glide frame. A more agile 28-degree front end, fatbob tank, center console, buckhorn handlebar and stepped seat are standard on the Dyna Super Glide. A new nine-plate clutch reduces clutch lever effort. (Laced wheels are available as an option in North America and are standard in remaining markets.)

Wheel test.

1998 FXDL DYNA Low Rider

$13,750-up

A mere 26.5 inches off the ground, the Dyna Low Rider has attitude. The raked 32-degree front end, pullback handlebar, fatbob tank, center console with tach and speedo, and highway pegs are features that help define the Low Rider. Clutch lever effort is reduced thanks to a new nine-plate clutch. With a laced wheel option and H-D's latest isolation mounting system, it's no wonder the Low Rider has been one of the best-known names in motorcycling for over 20 years. (Laced wheels are available as an option in North America and are standard in remaining markets.)

FXDWG DYNA Wide Glide

$14,775-up

From end to end, the Dyna Wide Glide is a picture of extremes. The skinny 21-inch front wheel, the wide raked fork, chrome headlight and factory apehanger handlebar lead the eye to the forward-mount controls. At the other end is the trademark bobtail rear fender. In the middle is a one-piece fatbob fuel tank. A nine-plate clutch reduces lever effort. The 95th Anniversary Edition Dyna Wide Glide's fuel tank is topped off with a cloisonné emblem. A serialized plate adds to the appeal of the Anniversary Edition. (This model not available in all countries.)

1998 FXDS-CONV DYNA Convertible

$14,100-up

The Convertible's versatility makes it the perfect bike for any rider. The 28-degree sport chassis and long travel suspension give it an agile feel. The bike comes with a detachable windshield and ballistic nylon-and-leather saddlebags that allow the bike to convert from touring comfort to a clean custom cruiser. Features include a tight, 28-degree fork with dual-rate springs, extra ground clearance, triple disc brakes, and a chrome sissy-bar with matching backrest. New for '98 is a nine-plate clutch that reduces lever effort. (Laced wheels are available as an option in North America and are standard in remaining markets.)

1998 FXSTC Softail Custom
$14,125-up

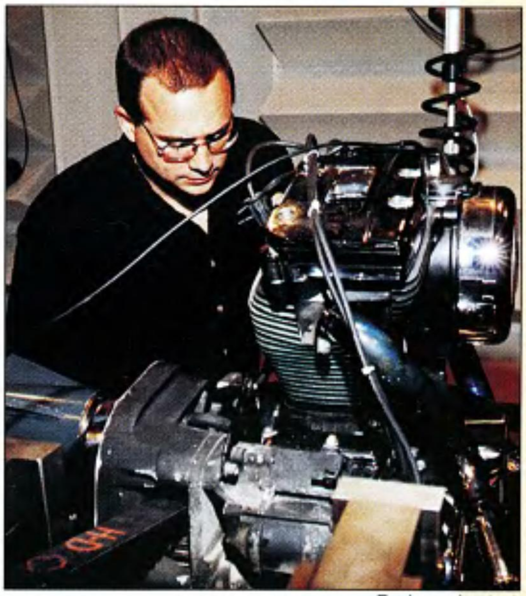
The radically stepped seat, buckhorn handlebar on pullback risers and forward-mount controls of the Softail Custom pay homage to the old hardtails. A 16-inch chrome disc rear wheel, a narrow 21-inch laced front wheel with a chromed aluminum hub, a bobtail fender and a wide front fork cast an antique glow on the Custom. A new nine-plate clutch provides reduced lever effort. A chrome-plated custom headlight and a padded backrest supported by an eagle-emblazoned sissybar cap off this Softail.

1998 FLSTS Heritage Springer
$17,145-up

The vintage styling of the Heritage Springer is as impressive this year as it was for its debut last year. Modeled after the 1948 Panhead, the front end boasts an exposed spring suspension, full floating fender and classic horn. The tooled leather, crossover exhaust pipes with dual-fishtail mufflers, fringed saddlebags, tombstone taillight and whitewall tires look spectacular with 1998 color schemes. Lever effort is reduced with a nine-plate clutch. Also available are a limited number of 95th Anniversary Edition Heritage Springers.

1998 FXSTS Springer Softail
$14,765-up

The Springer Softail is best known for its patented Springer front end, which is styled after a 1948 Harley-Davidson front fork. Enhanced by a traditional, low-profile headlight, a buckhorn handlebar, and a 21-inch laced front wheel, the look of a Springer Softail captures the history of a classic motorcycle. In addition, the new nine-plate clutch provides reduced lever effort.



Engine noise test.

1998 FLSTC Heritage Softail Classic
$15,275-up

Styled to recall the past, the Heritage Softail Classic is a bike for riders who want the comfort of a Softail with the look of a 1930s hardtail. The fat front fork, old-fashioned looking, studded-leather saddlebags, chrome-studded seat, full windshield, footboards, large chrome headlamp with twin passing lamps, fatbob fuel tank and fishtail mufflers take riders back in time. A new nine-plate clutch reduces lever effort. The style and spirit of adventure live on in the Heritage Softail Classic.

1998 FLSTF Fat Boy
$14,595-up

At 650 pounds, the Fat Boy is deserving of its name. There's nothing skinny about this machine: a dual shotgun exhaust, solid disc wheels, full-sized footboards, a fat front fork and broad handlebars make people notice this bike in a crowd. A 7-inch chrome headlamp, custom metal fenders, textured leather seat insert and a hand-laced leather tank panel add to the distinctive look of the Fat Boy. Adding to overall comfort is the reduced lever effort that comes with a new nine-plate clutch. The 95th Anniversary Editions of this bike come with a fired cloisonné emblem and serialized name plate.

1998 FLHTC / FLHTCI Electra Glide Classic

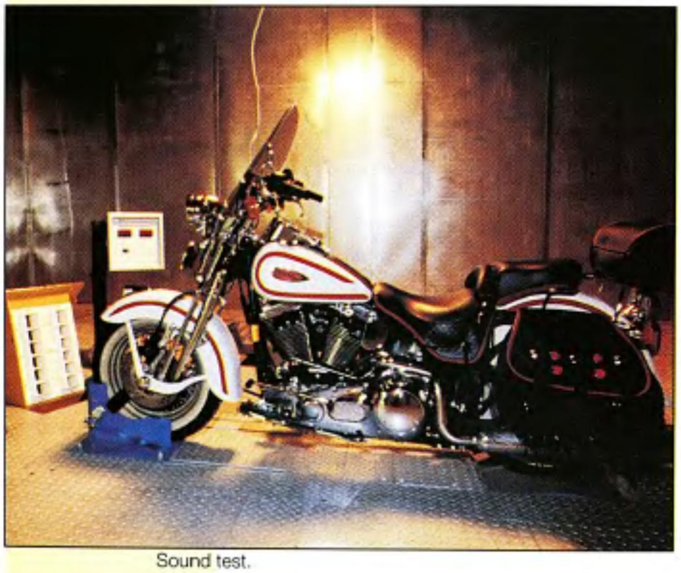
$14,975-up

A new stereo tops the list of features for the 1998 Electra Glide Classic. The AM/FM/cassette stereo system has more power this year with none of the distortion that comes from cranking up the tunes. Improved features include the chrome saddlebag guards and luggage carrier, a new nine-plate clutch that reduces lever effort and a King TourPak with enough storage for two full-face helmets. The Electra Glide Classic is available in both carbureted and electronic fuel-injected versions. A limited number are available in 95th Anniversary Edition. (These models are not available in all countries.)

1998 FLHT Electra Glide Standard

$12,725-up

The Electra Glide Standard is an entry-level touring model. The engine is isolation-mounted into a frame with air-adjustable suspension and offers the reliable power Harley-Davidson riders have come to expect. A simplified dresser, the Standard includes a fork-mounted fairing with a glovebox, luggage rack, and saddlebags. A new nine-plate clutch reduces the lever effort. (This model is not available in all countries.)



Sound test.

1998 FLHR Road King

$14,725-up

The versatility of the Road King makes the bike stand out among its peers. Features on the Road King include a new nine-plate clutch that reduces lever effort, and a windshield and passenger seat which can be easily removed to convert the bike to a custom solo look. An electric speedometer mounted into a diecast chrome dash and a large, nostalgic headlamp nacelle accent the Road King's traditional styling.

1998 FLHRCI Road King Classic

$15,960-up

Introduced in 1998, the Road King Classic is a bike with enough traditional styling to drop jaws throughout the continent. The Road King Classic boasts laced wheels, fat whitewalls, and gorgeous leather saddlebags that come in a new hard style so they keep their shape across the long miles. A new nine-plate clutch reduces lever effort. Slant-cut mufflers complement the shape of the bags (domestic only). Tooled leather valances wrap around the unique custom seat. Fender tips, tank and seat valance all boast a new 3-D metal emblem. The 95th Anniversary Edition of the Road King Classic completes the new model.

1998 LE/TLE ULTRA Sidecar

Since 1914, sidecars have been part of the Harley-Davidson history. The 1998 sidecar styles fit all touring models and a cast wheel is standard. Customers now have the option of ordering an attractive laced wheel or they may order the same wheel and tire featured on their motorcycle. A redesigned dash panel in the Ultra houses a new amplifier which delivers double the power to two larger 40-watt, low-distortion speakers. New this year are disc brakes which provide improved braking efficiency. Color matching paint (including the Anniversary Edition) tops the sidecar off.

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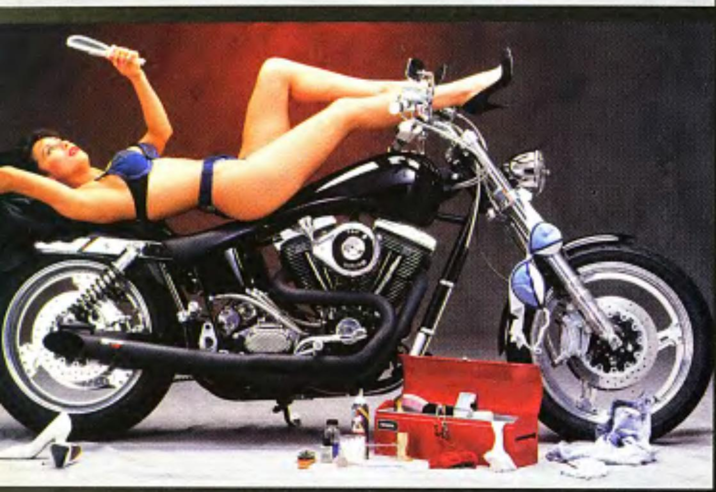

BLOOD RED ON BLACK

EASYRIDERS PRODUCT GURU HAMMERS HIS DREAM INTO A REALITY

Our gang of two-wheeled refugees is growing and in a distant corner of the garage, a small milk crate is piled high with leather samples, T-shirt designs, three phones, and, most recently, a dripping oil cloth. A rugged-looking, muscular menace with a tribal tattoo band circumnavigating his arm darts from one phone call to another. Most of us, buried in our ever increasing editorial duties and fighting the constant rigors of incessant deadlines, pay little attention, except to be distracted by the yelling into the chewed mouthpieces.

The recent rumor was that the guy with the ponytail in the corner, batting cobwebs in sleeveless T-shirts (daily), was either into insider trading or a biker stockbroker on the side. All the guy ever says on the phone is, "Buy, buy," or "Sell, sell." We can't tell whatdafuck he's doing.

Joel worked for the factory for 13 years in program engineering, marketing, and overseas licensing—whatever that means. When I handed this to Bandit he said, "What the hell does that mean? He couldn't handle the math in engineering, so they bumped him into marketing? He couldn't sell a T-shirt, so they sent him overseas? He couldn't speak the language, so they sent him to fuck with us? Well, is that the story?" I downed a couple of warm beers from my brown bag stash, and got up the courage to ask him. But as I approached the corner, the UPS guy ran in with four crates of pink panties all screen printed with the Ghost Rider logo—*wrong*. Joel started screamin' at the guy in the brown uniform as if he'd printed 'em himself, then grabbed the phone, yappin' and throwing panties around. I lost my nerve. Maybe another time.

Hey, but when the whistle blew at the biker page plant, we all headed for the bike-jammed parking lot, where Joel was anchoring his new ride. "This project was all about creating a strong performance scoot with hot →

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looks, that would handle. I wanted something lightweight, with over a hundred horses at the rear tire patch, gobs of torque right off the line, a chassis that won't drag parts when I'm blasting around canyon serpentines, and, finally, a look that would be an attention grabber sitting still." That's what he told me as I surreptitiously tried to get a handle on what he was doing in the corner.

"Yeah, yeah," I said, "but some of the guys want to know what your sayin' on the phone, Joel."

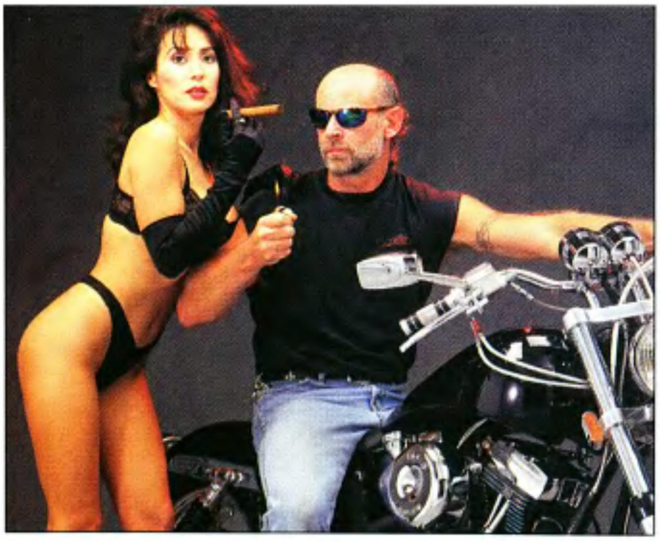
"Listen, Snake," Joel said, plastering that winning factory smile across his face, a corporate glint sparkling in his eyes as if he were just introduced to the podium. "The real joy I got on the phone came when I found the parts I needed to put this puppy together, then 'buy, buy' just comes naturally. See, the frame is a rubbermounted Pro-Street by Kenny Boyce, who's a motor head himself. It lets you get low in the saddle and still twist around corners quickly via rubber-protected vibration, and the Ceriani up front coupled with the Works Performance on the rear built to American Eagle specs ..."

"What a minute, Joel," I said, trying to interrupt his chromed spiel. "That's what we've got the chart for."

"The real joy of building my dream machine was working with the men at American Eagle and sourcing the Ness/Performance Machine brakes with floating discs, the Corbin seat, the RC Component wheels with matching pulleys ..." Joel just wouldn't stop; seems he had never experienced the bliss of building his own custom. "We worked with RB Racing to slice one of their systems to match the performance of the S&S 96-inch long block dialed in by Yankee Enginuity. But it wouldn't have come together as well as it did without the assistance of Greg King of *Easyriders* of Fresno who helped me with some of the practical development of a complex parts list that included no less than thirty vendors and brands."

The parking lot was clearing as I stood trapped against the chain-link and barbed wire warehouse as Joel ran down a litany of the parts and talents that made his bike as clean as it is. Must admit it's one of the shining stars in the lot. Nothing like a rider and his first ground-up custom. He knew every nut and bolt that made it tick. I finally convinced Joel that a dozen or so beers would ease his addiction, and we cruised to the local saloon. Never did figure out what he does on the phones all day.

—Snake



Owner: Joel Weiss
City: Camarillo, California

General
Fabrication: Bob Davis
Year/make: 1996 American Eagle
Model: special build
Value: ouch
Assembly: Bob Davis
Chroming: American Eagle

Engine
Year/model: 1996 S&S Evo R Package
Builder: American Eagle
Ignition: Crane single-fire
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S, Yankee Enginuity
Cam: Redshift 653
Carb: S&S Super G
Pipes: R.B. Racing Special
Modifications: Yankee Enginuity, static balancing, S&S lifters, S&S air cleaner, Crane rocker arms, powdercoated

Transmission
Year: 1996 H-D case
Modifications: RevTech close-ratio gear set, RC Comp wheel sprocket

Paint
Painter: American Eagle
Color/type: red, black pearl/urethane
Special paint: powdercoated

Frame
Year: 1996
Builder: Kenny Boyce
Type: Pro Street
Shocks: Works Performance
Modifications: 33.5-degree rake, Boyce swingarm

Accessories
Bars: K&N superbars
Handlebar controls: Ness billet
Fenders: H-D front; Jesse James rear
Headlight: Tri-Bar in Ness housing
Taillight: catseye
Speedo: CCI
Dash: none
Pegs: Ness
Foot controls: Ness billet
Electrics: 2v/32amp, American Eagle
Gas tank: Battistinis
Oil tank: Pro-One
Oil system: S&S pump, braided lines
Seat: Corbin special build
Mirrors: CCI Mirage
Grips: Ness tech

Forks
Type: Ceriani mid glide
Builder: Storz Performance
Modifications: performance valving

Wheels

Front
Type: RC Components
Size: 19-inch
Tire: Avon 100/90 19-inch
Brake: Ness/P.M./Pro-One floating rotors

Rear
Type: RC Components
Size: 18-inch
Tire: Avon 180/18-inch
Brake: Ness/P.M./Pro-One floating rotors

Photos: Doug Mazell

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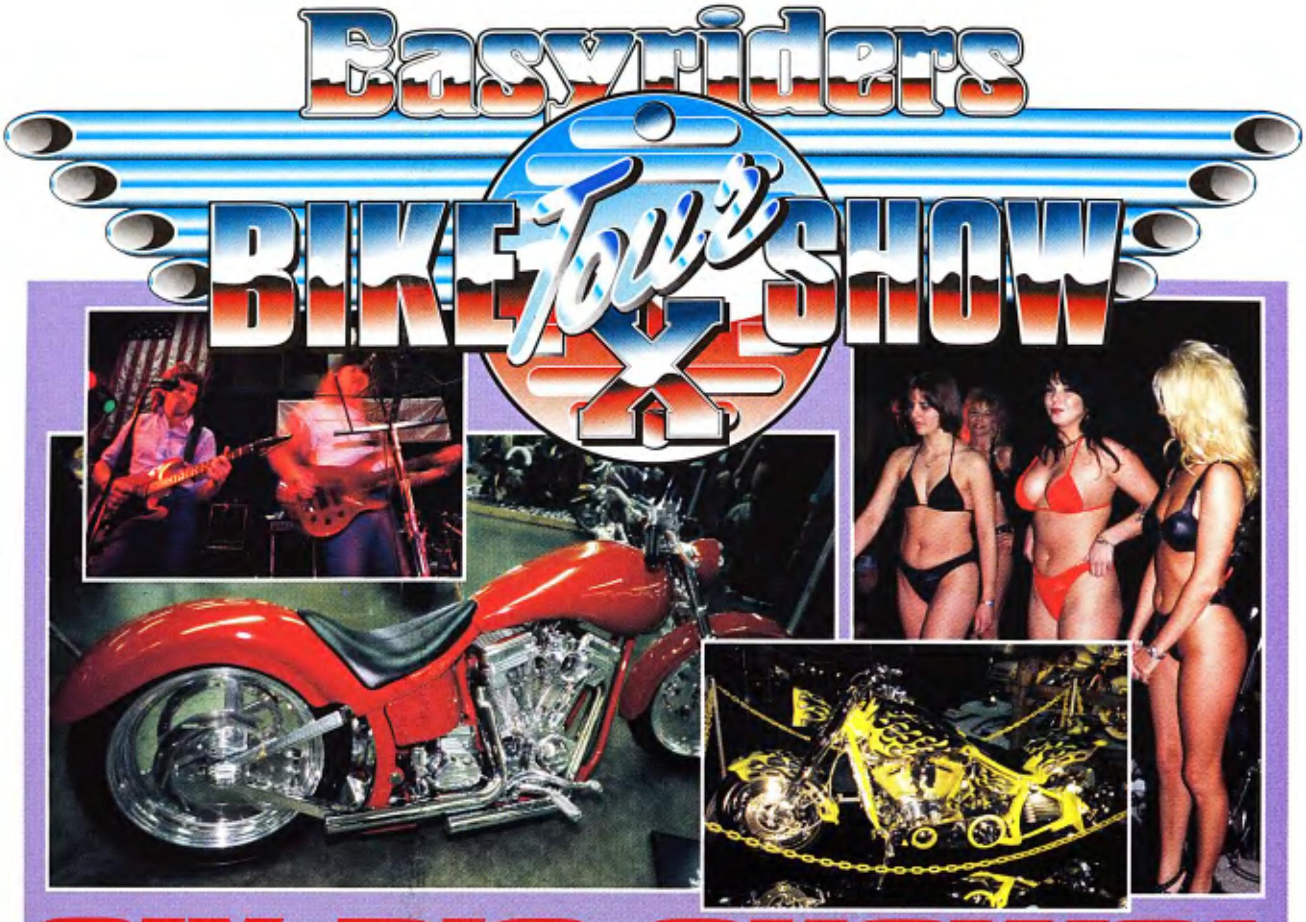

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SAFTICYCLE SURVIVOR

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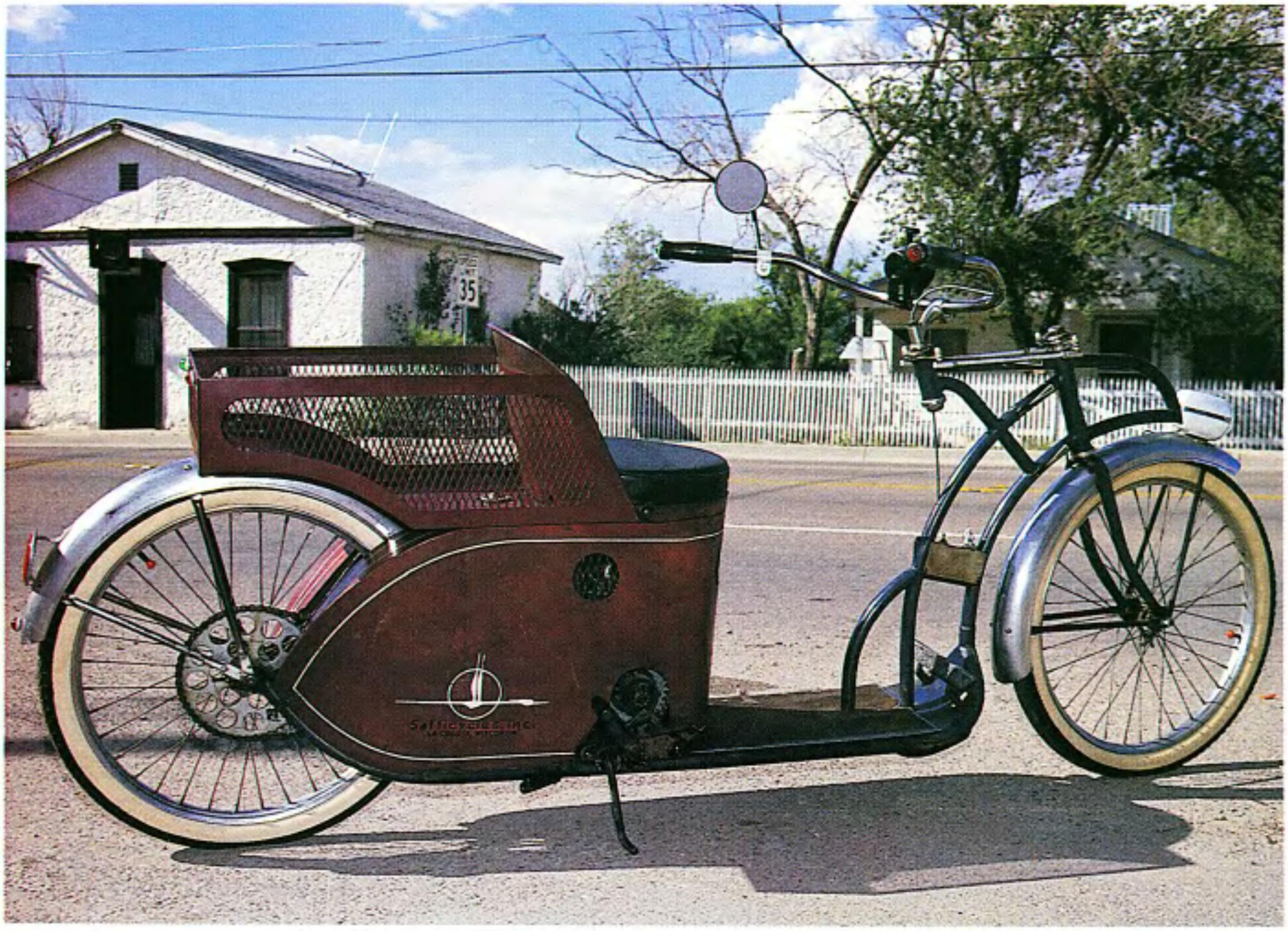
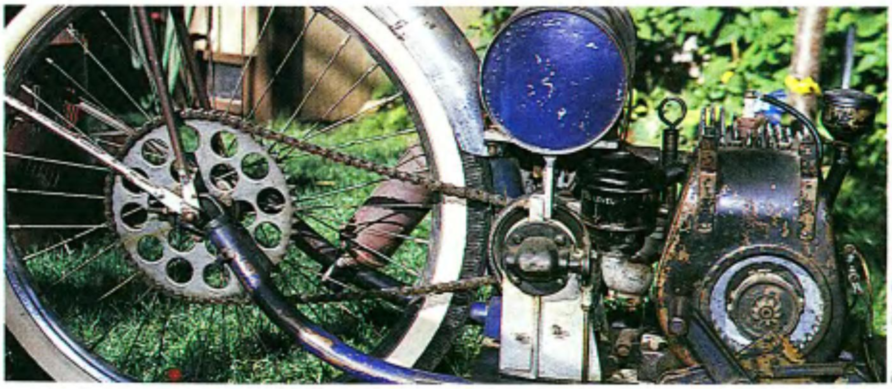
Little did Stephen Elliott know, growing up in La Crosse, Wisconsin, that he would someday own the only known survivor of a pristine condition 1941 motorcycle manufactured in his hometown. Stephen followed Route 66 to Hollywood where he settled into a successful acting career. He began collecting antiques of all descriptions along with bicycles and motor scooters. On occasional visits back to La Crosse he would check in with the owner of the Safticycle and reiterate his interest in it. One day Stephen received a call from the owner offering him the Safticycle for a straight trade on an Indian Scout. The deal was sealed.

As unorthodox as the Safticycle appears, Stephen says it is comfortable to ride and has excellent handling. Safticycle's marketing theme stressed modern, low-cost transportation with a penchant toward identifying significant "automotive" properties in the design. A foot-operated, auto-type clutch with single plate disc, automotive-type, theft-proof lock with removable key, and an auto-type, quiet, nonvibrating muffler are features mentioned in the sales literature. Motor scooters must have had a negative stigma because the advertising goes to great lengths to emphasize the motorized Safticycle is not a scooter. The powerplant is a 4-cycle Briggs and Stratton air cooled, 1.5 horsepower motor with a splash lubrication and forced feed pump to the bearings. →



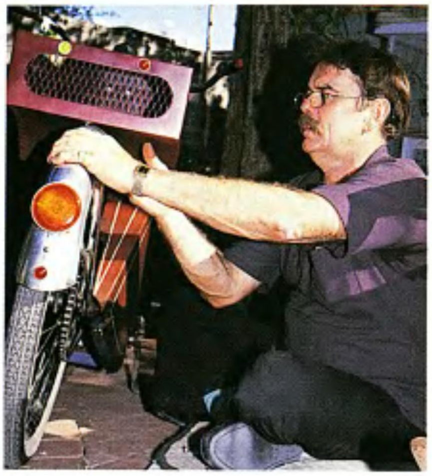


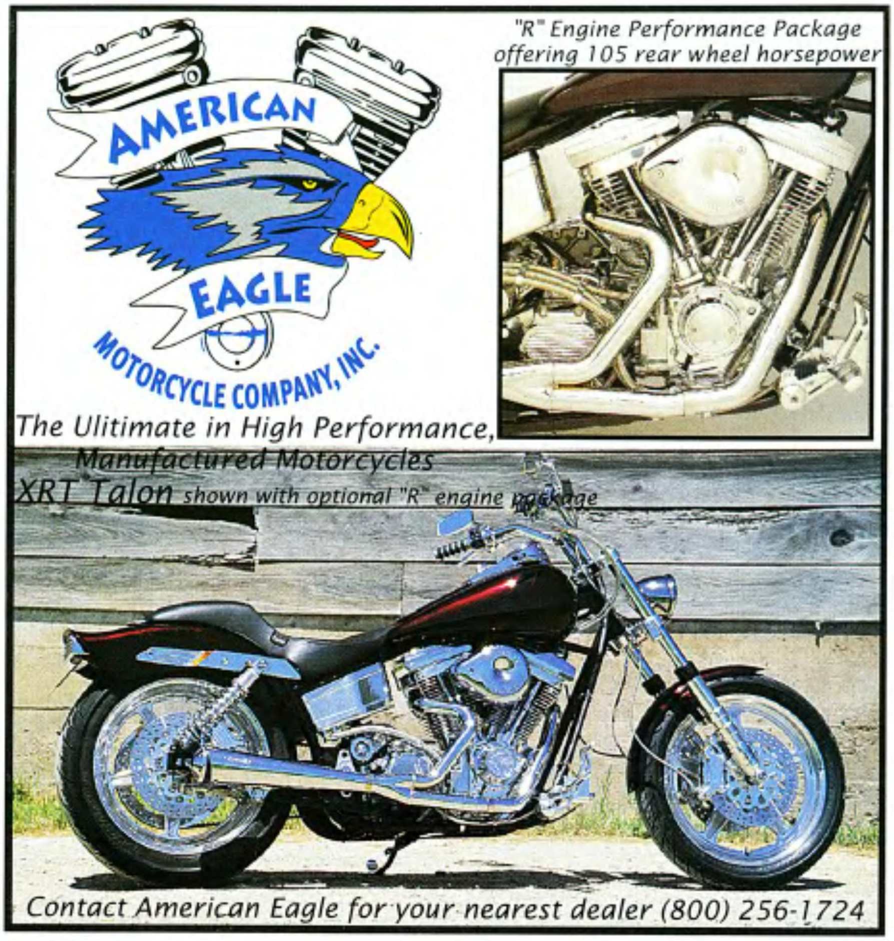
Photos: Billy Tinney

An incongruous visual profile that imprints on the curbside pedestrian is the bicycle's standard fashion rigid fork with the handlebars set back to the rear on a peculiar curved tubular subframe. The Safticycle's handlebars steer via a rod and ball joint linkage to the top of the fork's steering neck. The tubular frame is open in the middle and unsprung on each end with the capability of flexing up and down to soften road shock. Finished in high-gloss maroon and blue, with sparkling chrome fenders gracing polished spoked wheels, it is scintillating to look at.

Stephen and his wife, Marge, have migrated to Tombstone, Arizona, where they are the proprietors of the Silver Lady Antique shop on Fremont Street, with a soon-to-open frontier museum, the Tombstone Heritage Museum, adjacent to their location. The Silver Lady is the only place on Earth specializing in the sale of genuine artifacts belonging to Wyatt Earp and other famous Western heroes. The first question Stephen is asked with regard to the Safticycle is, "Is it for sale?" His answer has always been "No." It will be displayed for all to enjoy in his museum, along with their amazing collection of significant Old West artifacts. Contact Stephen Elliott at the Silver Lady Antique Shop, 515 Fremont St., Tombstone, AZ 85638, (520) 457-3933.

— M.F. Egan





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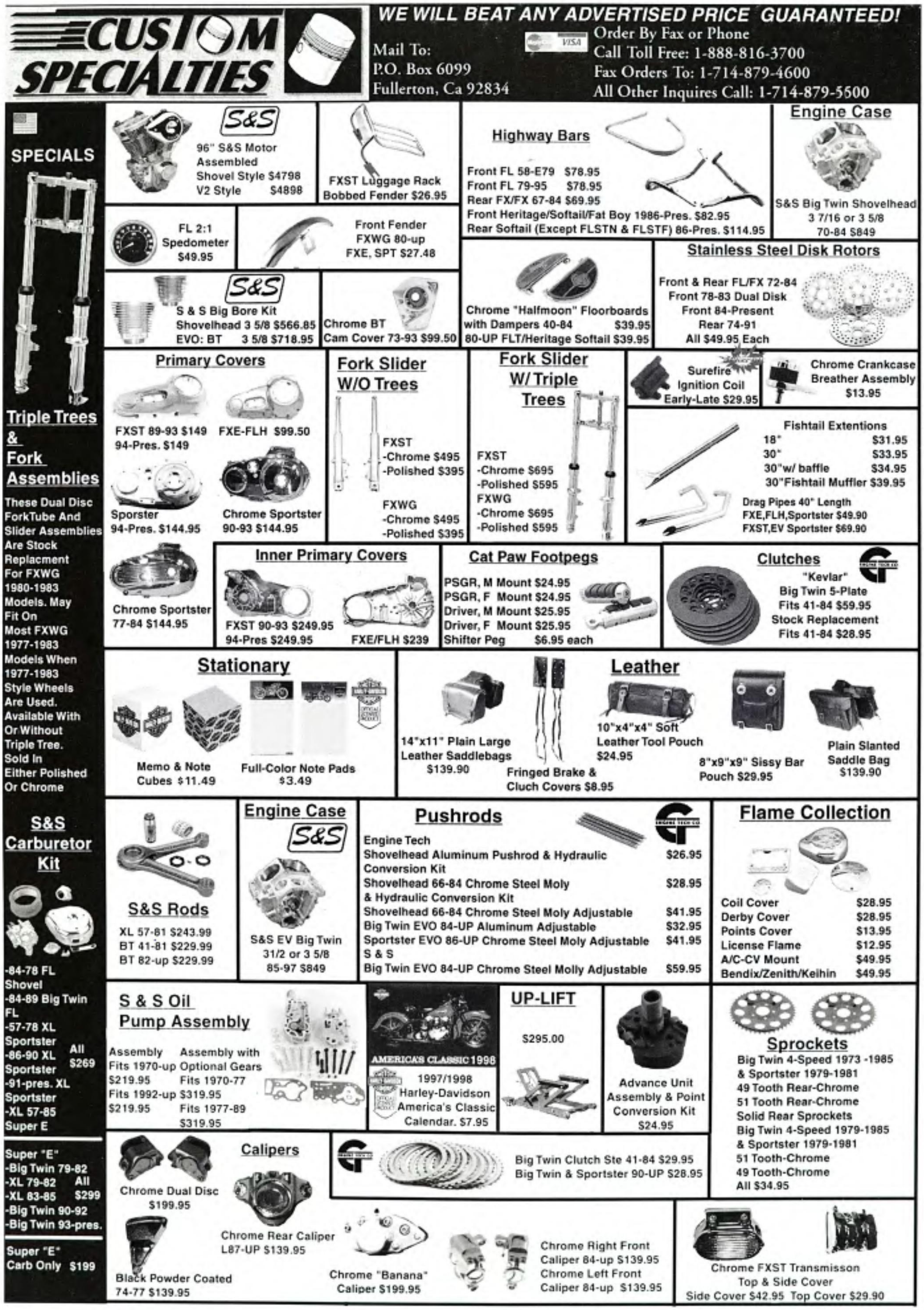

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18" $31.95
30" $33.95
30"w/ baffle $34.95
30"Fishtail Muffler $39.95
Drag Pipes 40" Length
FXE,FLH,Sportster $49.90
FXST,EV Sportster $69.90
Chrome Sportster
77-84 $144.95
Inner Primary Covers
FXST 90-93 $249.95
94-Pres $249.95
FXE/FLH $239
Cat Paw Footpegs
PSGR, M Mount $24.95
PSGR, F Mount $24.95
Driver, M Mount $25.95
Driver, F Mount $25.95
Shifter Peg $6.95 each
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"Kevlar"
Big Twin 5-Plate
Fits 41-84 $59.95
Stock Replacement
Fits 41-84 $28.95
Stationary
Memo & Note Cubes $11.49
Full-Color Note Pads $3.49
Leather
14"x11" Plain Large Leather Saddlebags $139.90
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8"x9"x9" Sissy Bar Pouch $29.95
Plain Slanted Saddle Bag $139.90
S&S Rods
XL 57-81 $243.99
BT 41-81 $229.99
BT 82-up $229.99
Engine Case
S&S
S&S EV Big Twin
31/2 or 3 5/8
85-97 $849
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Engine Tech
Shovelhead Aluminum Pushrod & Hydraulic Conversion Kit $26.95
Shovelhead 66-84 Chrome Steel Moly & Hydraulic Conversion Kit $28.95
Shovelhead 66-84 Chrome Steel Moly Adjustable $41.95
Big Twin EVO 84-UP Aluminum Adjustable $32.95
Sportster EVO 86-UP Chrome Steel Moly Adjustable $41.95
S & S
Big Twin EVO 84-UP Chrome Steel Molly Adjustable $59.95
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Derby Cover $28.95
Points Cover $13.95
License Flame $12.95
A/C-CV Mount $49.95
Bendix/Zenith/Keihin $49.95
S & S Oil Pump Assembly
Assembly Fits 1970-up $219.95
Fits 1992-up $219.95
Assembly with Optional Gears
Fits 1970-77 $319.95
Fits 1977-89 $319.95
AMERICA'S CLASSIC 1998
1997/1998 Harley-Davidson America's Classic Calendar. $7.95
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$295.00
Advance Unit Assembly & Point Conversion Kit
$24.95
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49 Tooth Rear-Chrome
51 Tooth Rear-Chrome
Solid Rear Sprockets
Big Twin 4-Speed 1979-1985 & Sportster 1979-1981
51 Tooth-Chrome
49 Tooth-Chrome
All $34.95
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Chrome Dual Disc $199.95
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Chrome "Banana" Caliper $199.95
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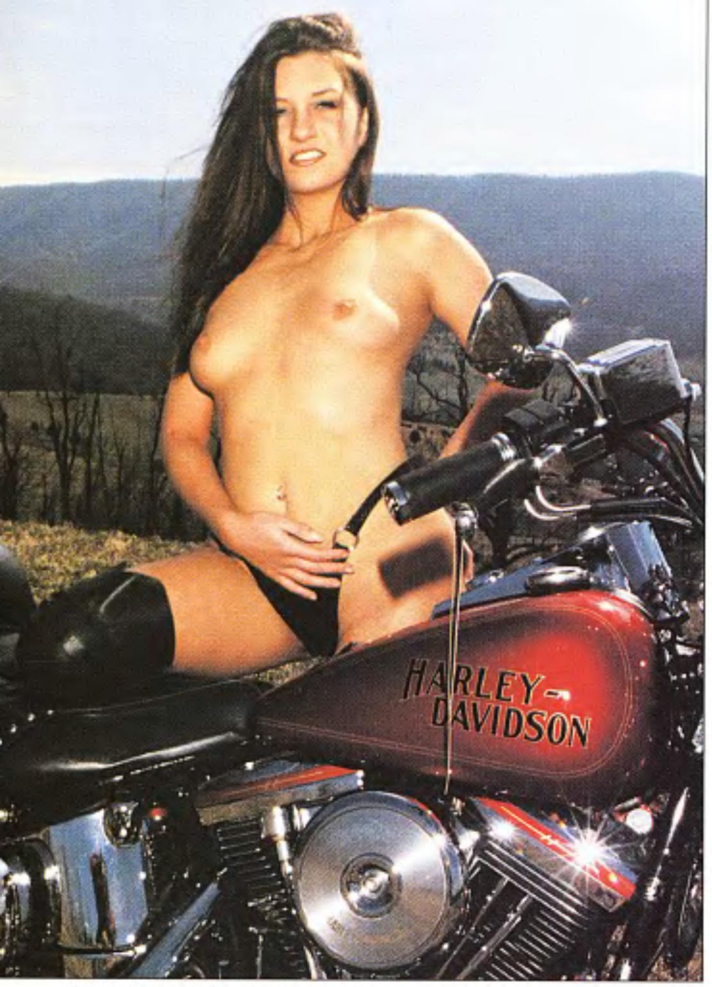
Big Twin & Sportster 90-UP $28.95
Chrome Right Front Caliper 84-up $139.95
Chrome Left Front Caliper 84-up $139.95
Chrome FXST Transmisson Top & Side Cover
Side Cover $42.95 Top Cover $29.90

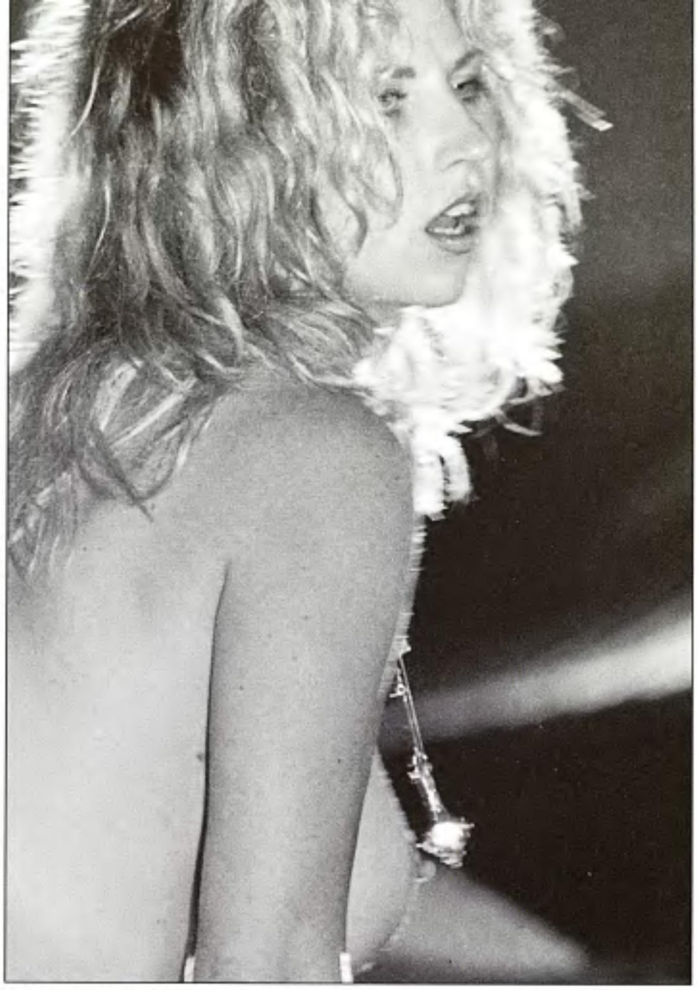
—Jim Bean of Lisa and Kristi on Steve and Tom's rides, Ojai, Calif.

—Brake Handle, Staten Island, N.Y.

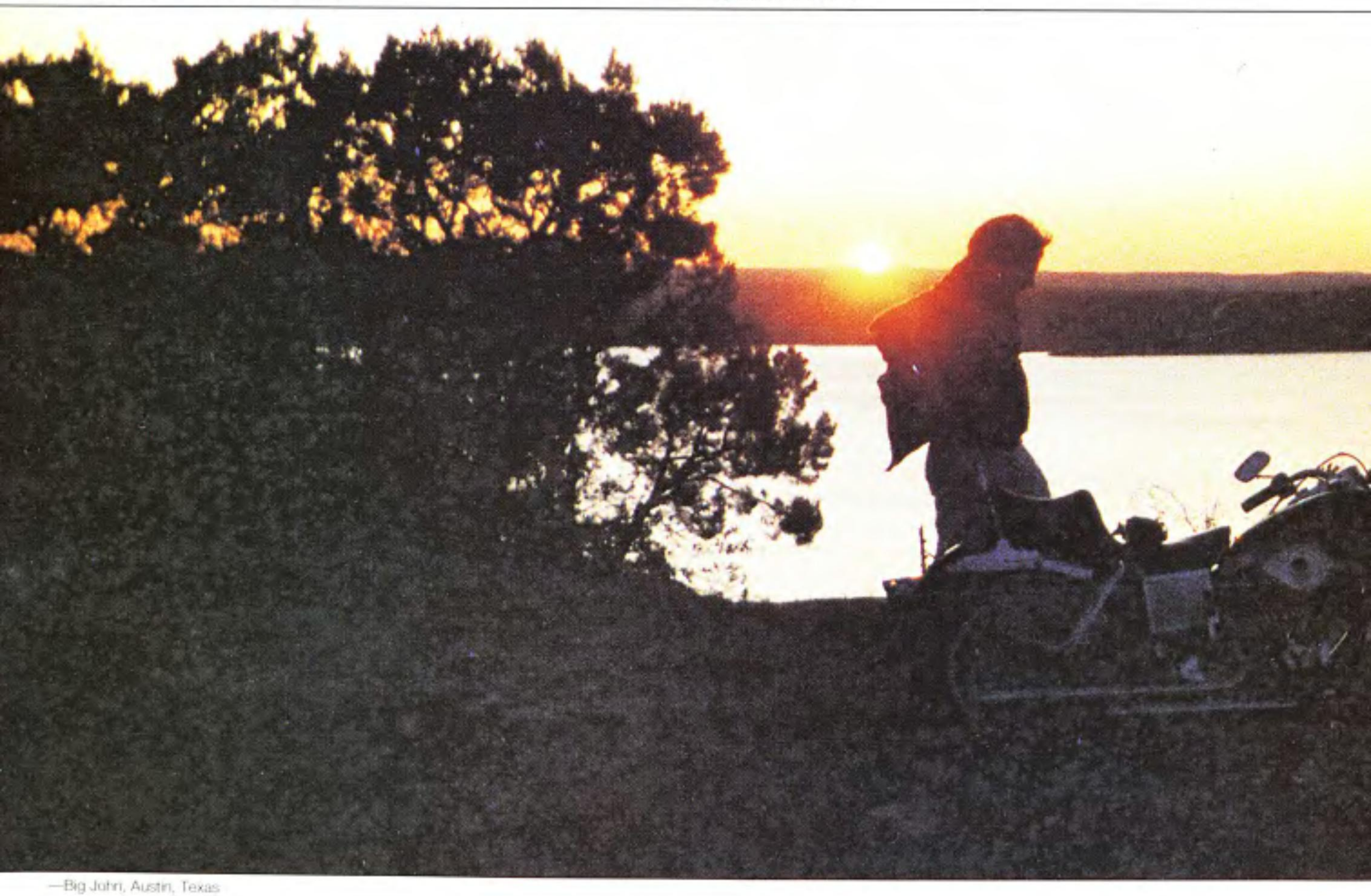
—Fausto "Dylan" Macedo, Sao Paolo, Brazil



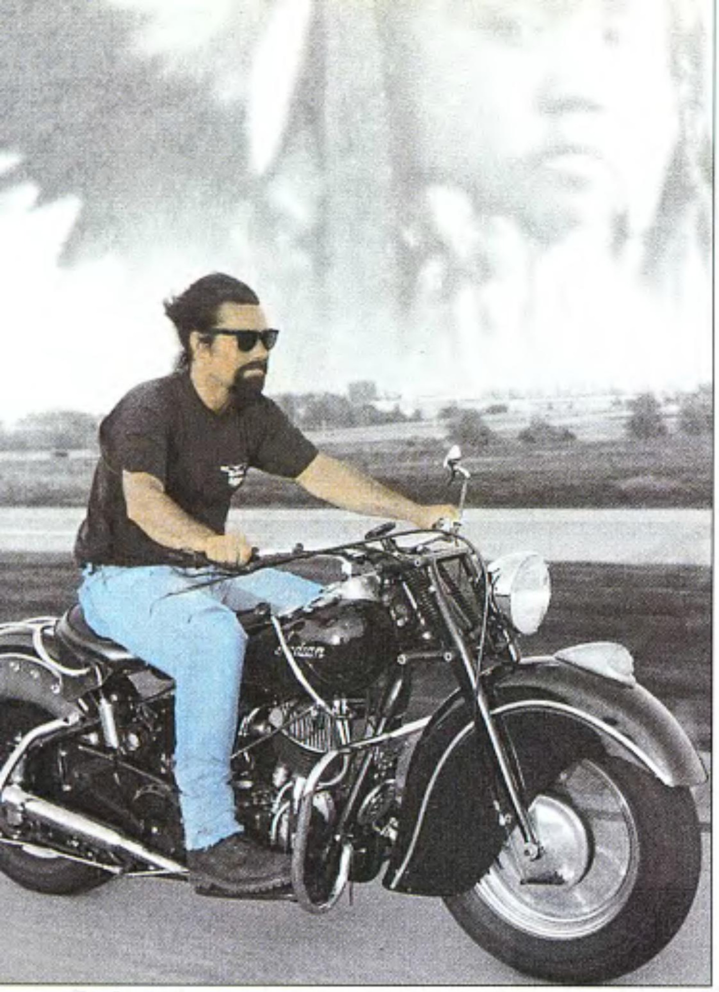
—G. Kelly Jones of Taylor, Bland County, Va.



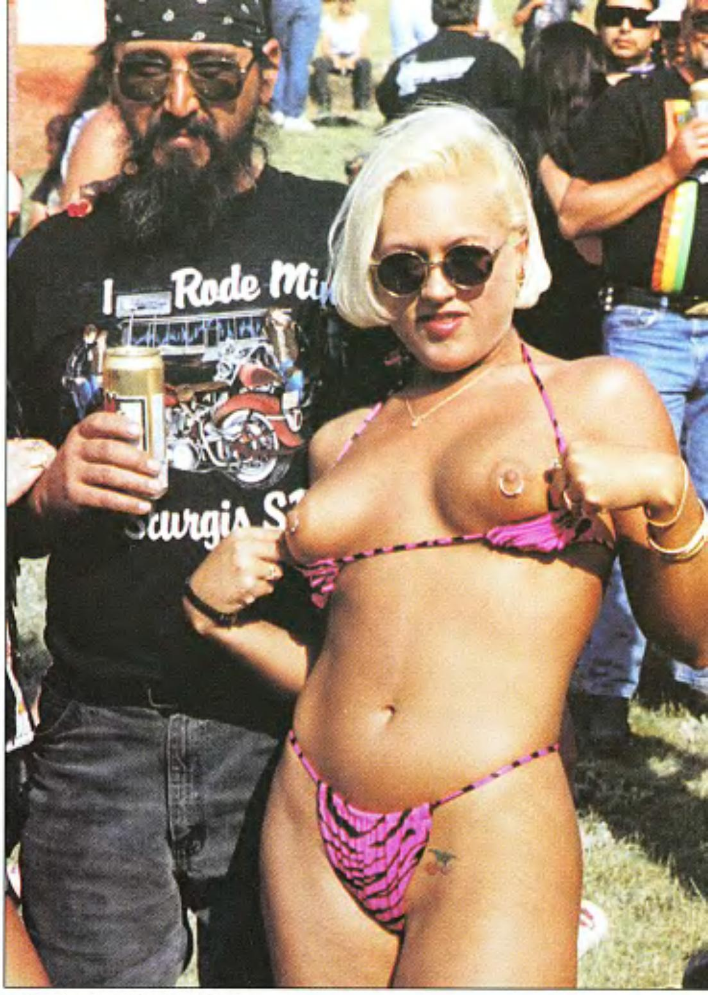
—Cyclops, Am-Jam '97



—Big John, Austin, Texas

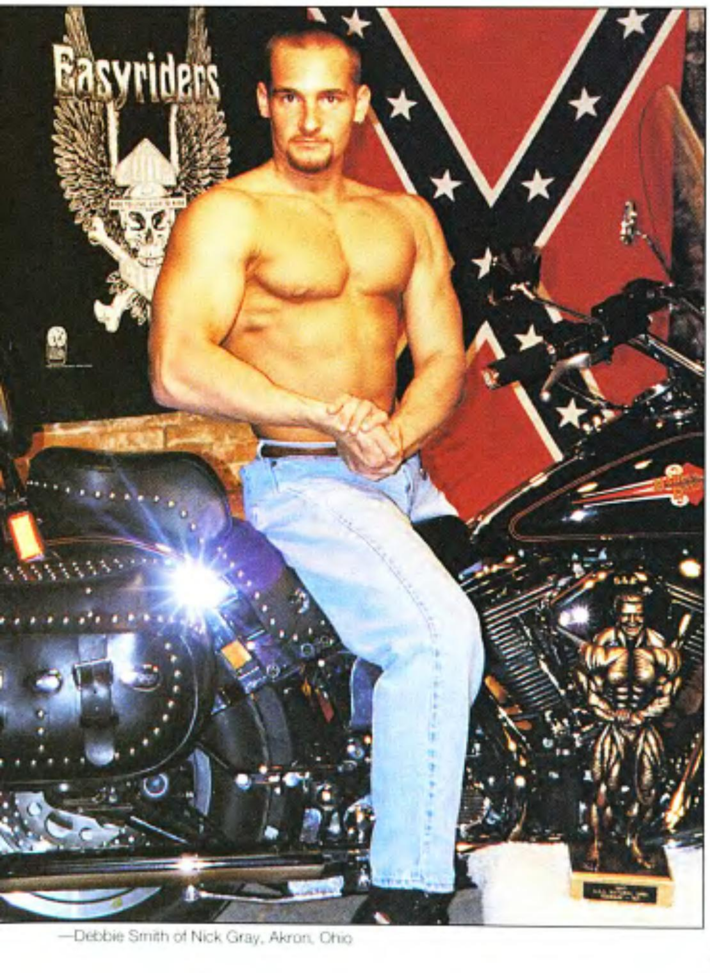


—Bret Brandt, Waterloo, Iowa



—Dan Bonsteel, Woodbury, Minn.

—Al and DJ, In the wind, Debary, Fla.

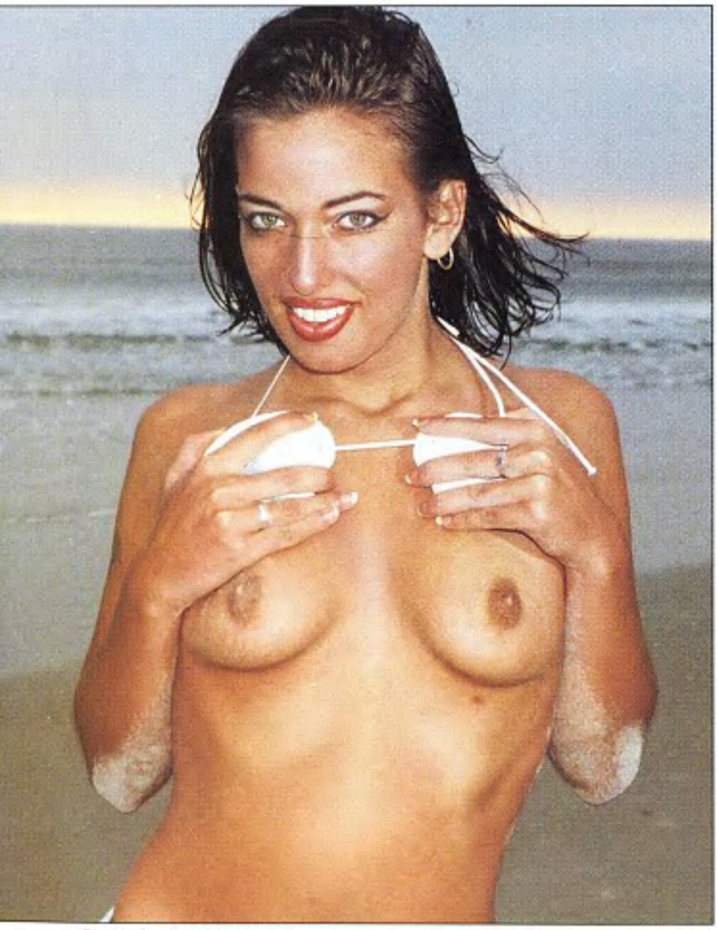


—Debbie Smith of Nick Gray, Akron, Ohio

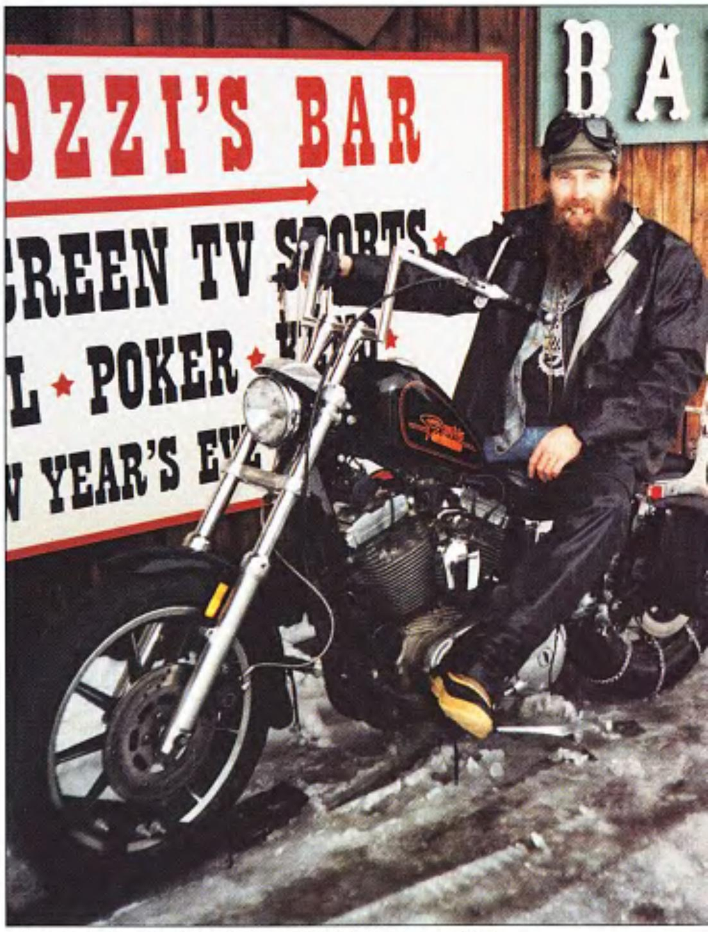
—Lynda Stuart, Big Pine Key, Fla.

—Helena Henriques, Barcelona, Spain

—Bob Russo, Hollywood, Fla.



—Blaster, Daytona Bike Week '97



—Autonomist, New Year's Day Ride and Slide '97, Yellowstone, Mont.

—Jason Reilly, Waterbury, Conn.

—Sonia Hecquet, Toulouse, France

—Snapper Shots, ABATE of California Southwest M/C, Lake Casitas, Calif.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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RIDE IN
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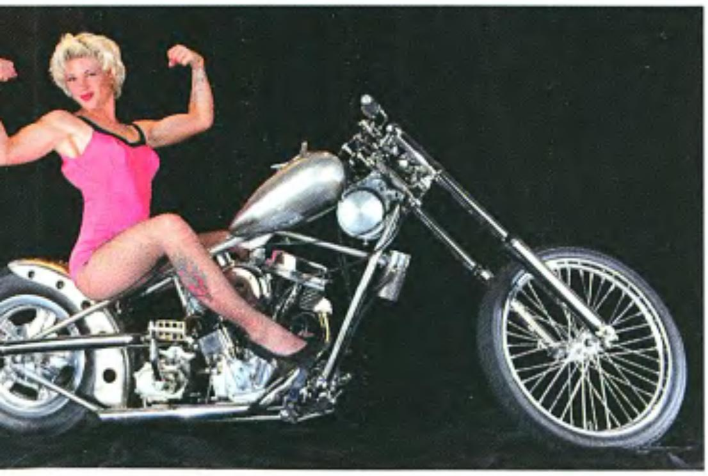
David Mann

"That #&@$%! bitch," I thought, "she's cheating on me!"



I know, I'm supposed to be diplomatic. "Keep it sweet, Flynch," rings in my subconscious. But occasionally the Prozac IV runs dry, and I run outside without sunblock or my sensitivity training tapes. I slip out of my status quo confines and visit the psychos at any bike shop. Here, lately, I've been having this recurring dilemma. I think I'm awake, but when I reach the bike shop, no matter which direction I ride, the interiors all look the same. Clean, sanitary even. Politeness oozes out from under the racks of pressed lifestyle fashions. Faceless clones squeak around in shiny, happy leathers. Muzak filled with calming subliminal temptations to lay down my credit card hums in my ears. I never really have the urge to buy, just to spend. I always feel empty and cheap when I leave. Uninspired.

I was starting to worry. I would lie on my therapist's couch telling her how I yearned for gear lube, die grinder sparks, acetylene, loud sick music, perverse mental patients behind drawing boards ... inspiration! Inspire me! Then one day while she was digging around, bent over in her file cabinet looking for Ron Finch's phone number, I noticed a scrap of paper tucked in her sheer black stocking. I rose and quietly crept toward her, tilting my head to read the carefully folded Post-it note: Call me tonight. Tim Conder (206) 632-7732.

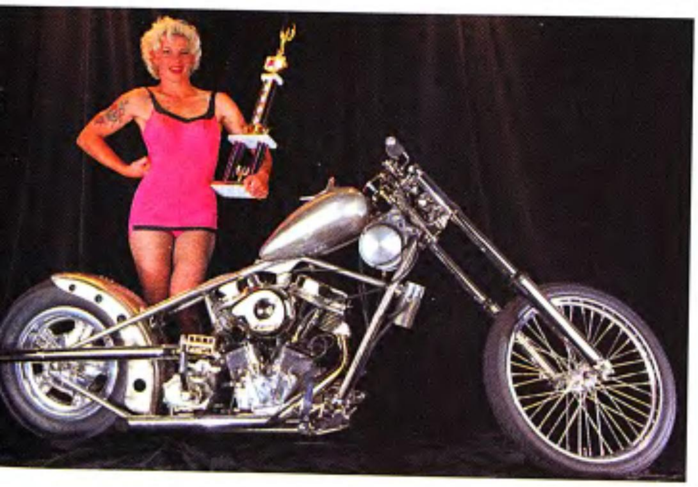
"That fuckin' bitch," I thought, "she's cheating on me!" She turned around to find me looking up her dress, a disturbed look on my face. I stood up, sneered at her, wiped the snot from my nose with the back of my hand, and said, "I'm outta here!" I pointed my chopper northwest, and didn't sleep till I was in Seattle, where I drank three double-mocha blackberry cappuccinos, from my boots. Tim Conder was prepared, no tranquilizer darts, no super model allergy medicine. Wide-eyed and alert, he stood wiping 60-weight from a torch blackened Snap-on wrench, a paintball pistol poking out of the top of his Levi's. "I figured you'd come some day," he said. "Come on in. Join the madness."

Usually I hate artsy types, because, in the art world, you can shove a water color enema up your ass and shit on canvas, and not only get a government grant for doing so, but you can convince some sucker that it's art. But Tim's opinion is that if it's not functional, if you can't jump on it, kick the shit out of it, and ride the sonuvabitch across the country, then it ain't art. Tim, originally an artist from Louisville, Kentucky, bought a '66 Sporty and became so enthralled with Harleys that he migrated north to Seattle to open a shop, Conder Custom. It was there that Tim met Sean Cook, a BMW rider who was looking for something wild. Although he loved the looks of Tim's Sporty, at 6-foot-3, he didn't quite fit. So, always with his customer's wildest fantasy in mind, Tim began scavenging parts. He found a rigid frame with a crushed Paughco tank on it, and bought it. A few parts here, a cutting torch, some angle iron, a few beers, and it all started to morph together.

Tim got this idea to put the oil tank in the neck, since Harleys have always been known to run hot, due to →

SILVER BULLET

A CHOPPER FROM THE MINDS OF MADMEN



lack of air flow. And since Tim, 32, and Sean, who's also 32, really dug that front engine '60s dragster look, they decided to place the oil tank in the neck. But all the oil tanks he found were all shaped wrong—too long, too round ... so, he made a call to Moon Eyes in Cali and told them the dilemma. No problem, they said. Moon Eyes now sells chopper tanks to the public.

In keeping with the '60s styling, they decided to go with a front spool wheel with no brakes or fender tabs (must be fun to ride in rainy Seattle!) The Walrus Machine shop helped by machining an axle for the spool, as well as an armload of brackets. The rear fender started out as an FL rigid rear fender that Mark Burke rolled up a lip and punched holes into the side of. Tim and Mark then turned their attention to the crushed gas tank, which they cut apart, rewelded, and frenched a Moon Eyes gas cap into—pretty fucking incredible, considering it had to be perfect since they could not hide imperfections with bondo. After an Emperor's-new-clothes paint job from Conder Custom, the Von Dutch-styled striping was laid on by Don Trethewey. Look closely. You'll see demons, devils, fangs and missiles. Too fuckin' cool. With aesthetics in place, they turned their attention toward the powerplant, with the emphasis on power.

With an S&S bottom end, flywheels, pistons, cylinders, help from Dave Katte of Downtown Harley in Seattle, and a blessing from Father O'Flanagan, the STD Panheads were christened atop the monstrosity. Of course, it wouldn't be right without open shotguns and dual magnetos. And it had to be kickstart only. After all, it's a fuckin' chopper.

But something was missing from the picture—something evil, something decadent, something sexual ... something Halibrand. Tim bought a new Halibrand wheel and proceeded to machine, fabricate, draw, design, and cuss like crazy till it held up the big machine. It was complete, like adding eyebrows to the Mona Lisa, a complete machine, every piece custom-made straight from the minds of the madman and the owner, or is it the madman and the builder?

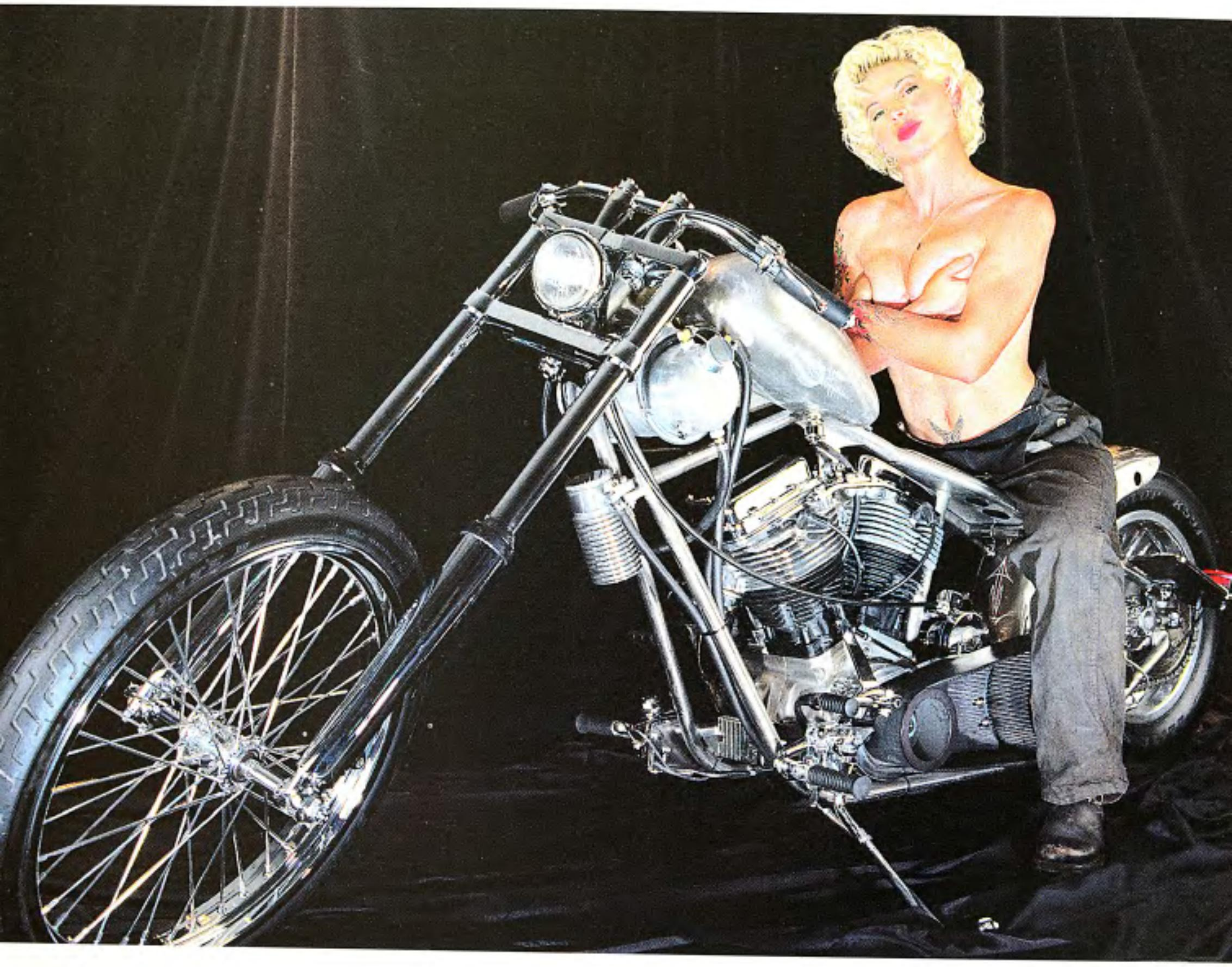
All that was left was the acid test. Sean says the

chopper is pure intravenous injected adrenaline. His girlfriend, Kym, wants her own bike, but knows for damn sure she doesn't want a magic fingers/Conder Custom seat! Sean says he's simply happy to own what he considers to be one of the greatest works of rolling art ever built.

When all was said and done, the flashbulbs lit up the studio and the lovely Nancy Haggery from Ironworkers Local #86 walked onto the set. Lovely. Thank you, Nancy. I feel much better now.

—Flynch

Of course it wouldn't be right without open shotguns ...



Of course it had to be kickstart only. It's a #@$%! chopper.

Owner: .... Sean Cook
City: .... Seattle, Washington

General
Fabrication: ....Conder Custom/owner
Year/make: ....1995 Harley-Davidson
Model: .... Conder Custom
Value: .... not enough
Assembly: .... Conder Custom
Chroming: .... Art Brass

Engine
Year/model: .... 1995 S&S, STD
Rebuilder: .... Dave Katte
Ignition: .... dual Morris Magnetos
Displacement: .... 88 cubic inches
Lower end: .... S&S Biguns
Pistons: .... S&S
Cases: .... S&S
Heads: ...STD Panheads, Mike McKeoun
Cam: .... S&S 514 solid
Carb: .... S&S series E
Pipes: .... open shotguns
Modifications: .blessed by Fr. O'Flanagan

Transmission
Year: .... 1995 RevTech
Modifications: .... bolted in

Paint
Molding: .... sheet metal by Mark Burke/Conder Custom
Painter: .... Conder Custom
Color: ....clear w/tangerine pearl/Imron
Special paint: .... Dutch-style striping by Don Trethewey

Frame
Builder: .... Conder Custom
Type: .... rigid
Shocks: .... none
Modifications: .... molded in steel by Conder Custom

Accessories
Bars: .... drag
Handlebar controls: .... H-D
Fender: .... chopped FL
Headlight: .... Bates
Taillight: .... catseye
Speedo: .....1965 Smith mechanical tach
Dash: .... across town
Pegs: CCI
Electrics: .... almost gone
Foot controls: CCI
Gas tank: ....Burke, Conder Custom, Moon Eyes, Paughco
Oil tank: ......Moon Eyes, Conder Custom
Oil system: .... squirts good
Seat: ...magic fingers by Conder Custom
Mirrors: .... not until I get a ticket
Grips: .... and how

Forks
Type: .... wide glide
Builder:.....H-D, Conder, Walrus Machine
Modifications: ....no crevice untouched

Wheels

Front
Type: .... Vincent Price Spool
Size: 21-inch
Tire: .... Dunlop
Brake: .... there was one?

Rear
Type: .... modified Halibrand
Size: 15x4.5
Tire: .... Dunlop 150
Brake: .... Tolle

Photos: .... Winnie Westergard

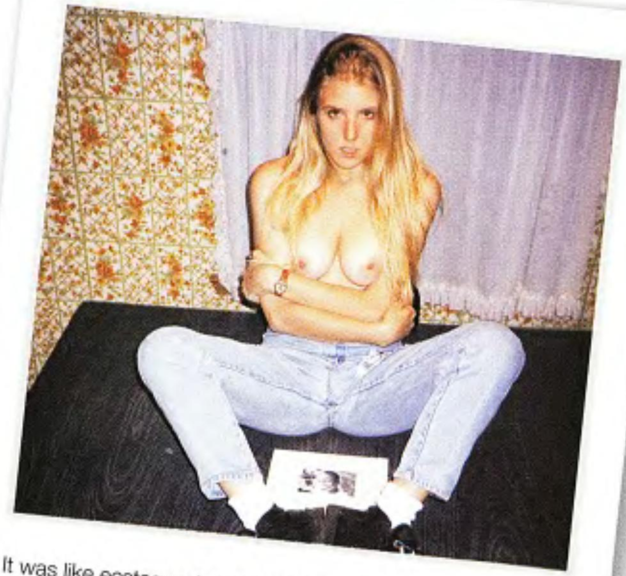
JUNE WINNER

Our little Miss June, Hania, from Sylvania, Ohio, tried the contest for a second time and ended up walking away the winner. We matched this industrious 19-year-old up with a bike from Illinois, too bad it was in the middle of winter and Hania and her hubby, Jeff, got to go mushing through rainstorms and snowfields in the Midwest, nearly wrecking at least once that they can remember. Then she ending up being a gasket beneath Allen Laribee's '89 Softail after it fell during the shoot. Other than that it was an uneventful experience. One highlight was a trip to the Twisted Spoke, a restaurant-bar with a biker theme in downtown Chicago. Hania was born in Poland and has spent parts of her youth in Georgia, Michigan, and now Ohio. She already holds a certificate for bar and restaurant management and has attended three colleges going for an art major with a minor in business. Not bad for 19. Hell, at that age I only wanted to ... oh, never mind. Jeff and Hania like riding their '94 Fat Boy, with runs to the Bean Blossom Boogie standing out. See the happy housewife on Allen's turbo-charged warrior on page 92. —*Loudmouth*

I'm not sure which gave me the bigger thrill, the bike or the guy. One thing is for certain—I had a great time.
Sonia, France—#1101

My first ride on a Harley was like my first time having sex—I rode it hard and put it away wet.
Rachael, Pennsylvania—#1102

My first ride on a Harley-Davidson was hot, wild, and especially powerful ... just like me.
Beverly, Indiana—#1103



It was like ecstasy reborn in me. I held on tight and zoomed away, addicted forever.
Grace, Florida—#1104

We cruised the beach. The seat had no padding, and I had no panties on. It was like a half-hour on a giant vibrator.
Nikki, Missouri—#1105

I was 15, a virgin, when Rosebud took me for a ride. We lost touch until I stripped at a Harley party recently and found him.
Jean, California—#1106

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

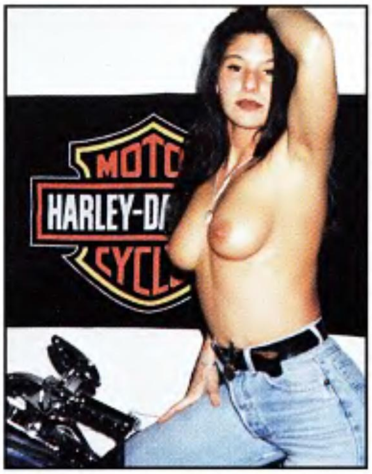
Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #293 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the July 1997 winner in our monthly Fox Hunt, Melanie, #702, from Montreal, Quebec, Canada. See more of her next issue.

For this issue, you can begin sending in your votes beginning October 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on October 31, 1997.

We will print the winner in the March 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born __________
I will pose Full Nude __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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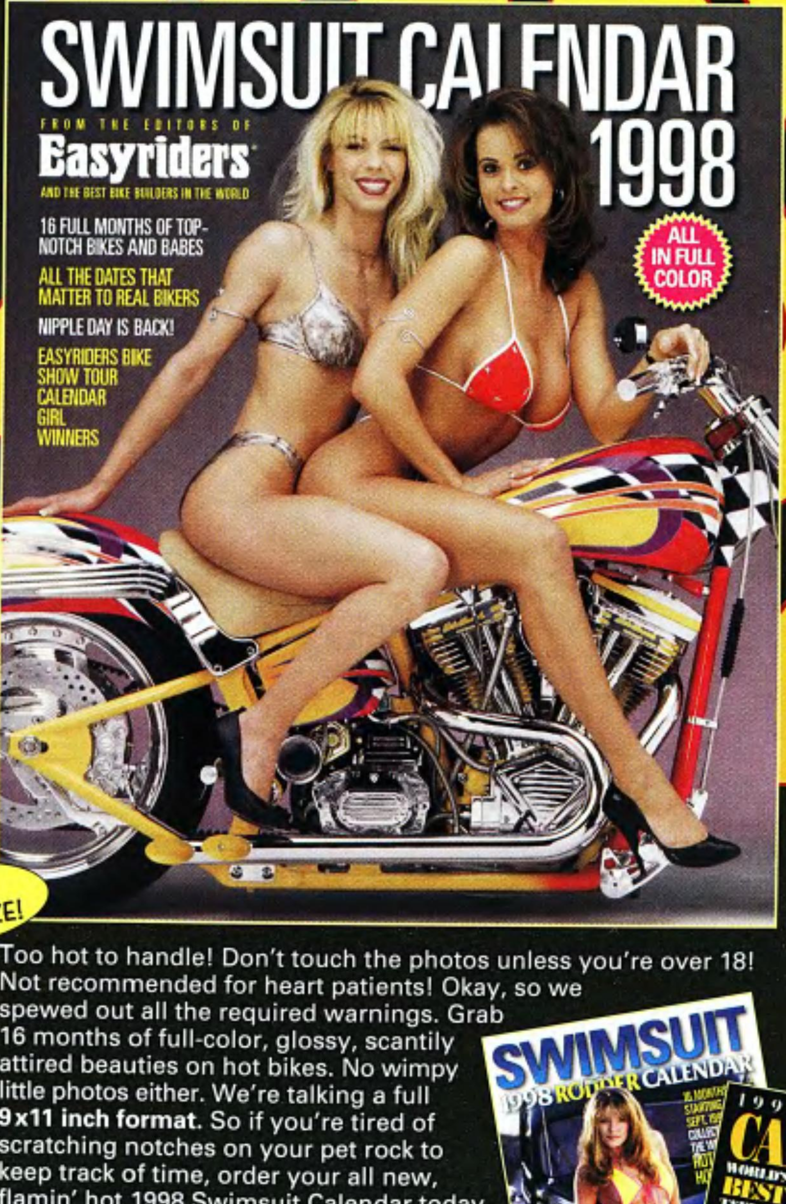
FOR THE NEXT 16 MONTHS



NEW BIGGER SIZE!

Too hot to handle! Don't touch the photos unless you're over 18! Not recommended for heart patients! Okay, so we spewed out all the required warnings. Grab 16 months of full-color, glossy, scantily attired beauties on hot bikes. No wimpy little photos either. We're talking a full **9x11 inch format.** So if you're tired of scratching notches on your pet rock to keep track of time, order your all new, flamin' hot 1998 Swimsuit Calendar today. Or take a chance and look for it at your local newsstand. On sale now!

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Chrome Lower Legs..E-109.. $599.95
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*Accepts 7 1/2" to 9" wide rear fenders.
*Up to 180 tire Rr. Blt. Drv.
Rear axle kit & spacer.
*Accepts 4 or 5 spd. tranny plate.
Stock 30° Rake & stock stretch... E-983 $823.95
Frame with 34° rake & 2" stretch... E-984 $823.95
Frame with 38° rake & 2" stretch... E-985 $845.95
"FatBob" Style Rear Fender
$44.95
Left Chain..E-74
Right Chain..E-75
FLH Style Chain Guard
E-783 $29.95
"NASTY" Wheels
16" show chrome rim
6061 T6 Billet Alum. hub
80 heavy gauge 190 steel spokes
Tubeless Applications
B/T '86 & up, & Sporty '79 & up 16" X 5"....E-1004 $545.95
License Plate Brkt.
E-952
(CHROME!)
$19.95
Brake Discs
$32.95 & up
Sprockets
$34.95 & up
Edelbrock "Performer" Heads for EVO E-780
$959.95
S&S Shovel Head Cylinders
STD PAN Heads E-1000
Dual plug only
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axtell Evo Cyls.
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$79.95 ea.
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All Andrews gears!
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PRIMO "Equalizer" Motor Plate for Nosecone motors
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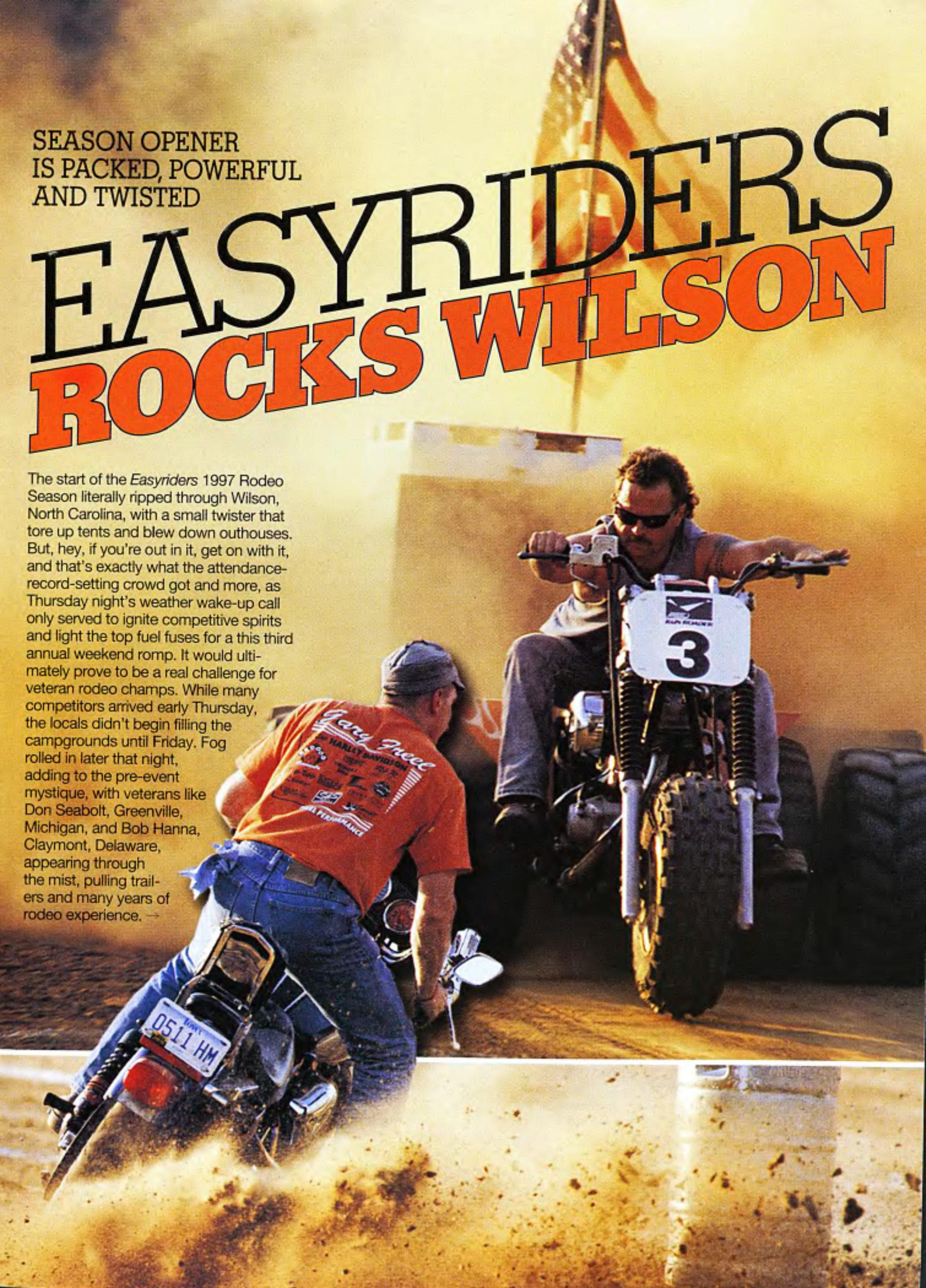
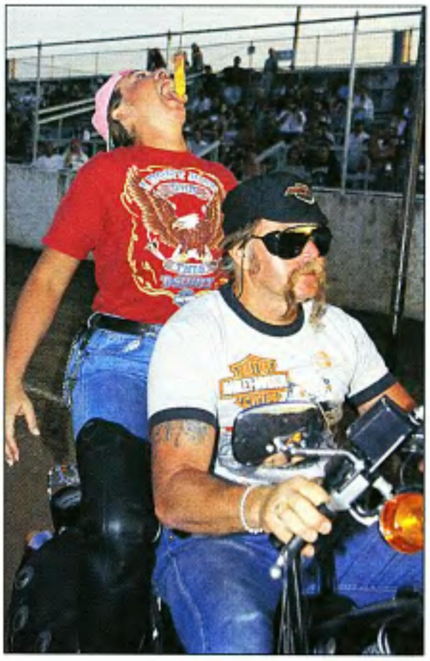
EASYRIDERS ROCKS WILSON

The start of the *Easyriders* 1997 Rodeo Season literally ripped through Wilson, North Carolina, with a small twister that tore up tents and blew down outhouses. But, hey, if you're out in it, get on with it, and that's exactly what the attendance-record-setting crowd got and more, as Thursday night's weather wake-up call only served to ignite competitive spirits and light the top fuel fuses for a this third annual weekend romp. It would ultimately prove to be a real challenge for veteran rodeo champs. While many competitors arrived early Thursday, the locals didn't begin filling the campgrounds until Friday. Fog rolled in later that night, adding to the pre-event mystique, with veterans like Don Seabolt, Greenville, Michigan, and Bob Hanna, Claymont, Delaware, appearing through the mist, pulling trailers and many years of rodeo experience. →



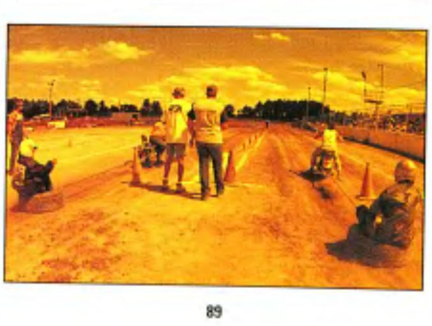


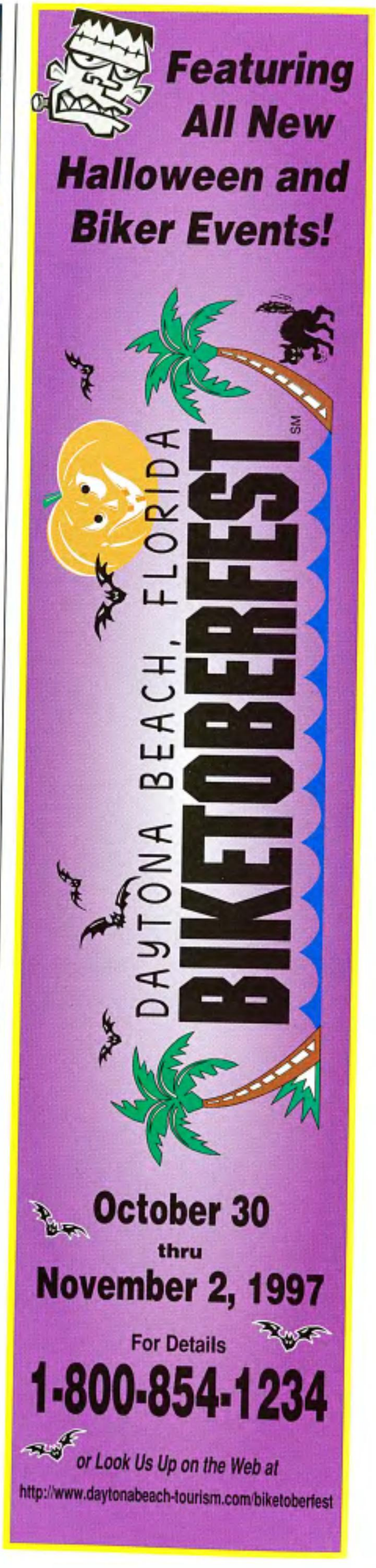
Mayor William Stalls also showed up, expressing his interest in the event as well as attending the All-Star (and chair-bashing) Wrestling on Saturday and hearing the Extraordinaires perform their brand of Southern rock. With local support and national competitors, the stage was set for a demonstration of major Southern hospitality and no-holds-barred Harley havoc.

Saturday's qualifying rounds were held under obliging sunny skies, as nine Top Fuel, 12 Gas and 11 Solo Fuel contenders went balls-to-the-wall after the limited four available slots per event. The shake-ups that would follow were the stuff that the action-craving fans wanted, but what the veterans could have done without. Rodeo Ray Tewksbury and his wife, Kari Sioux, went after their events like the big dogs they are, but Ray's gas shifter assembly on his gas trike literally went into the ground, and a clogged carb on his solo fueler stopped him 25 feet into his second attempt.

Kari Sioux smoked her 108-inch motor on her Top Fuel trike (sponsored by Charlie Machado, Power of God Racing, and Messenger's Motorcycle Ministry), and while she was able to get it repaired in time for the following Rodeo in →

AMERICAN
EAGLE
RODEO
OFFICIAL
Easyriders Trophy Girl

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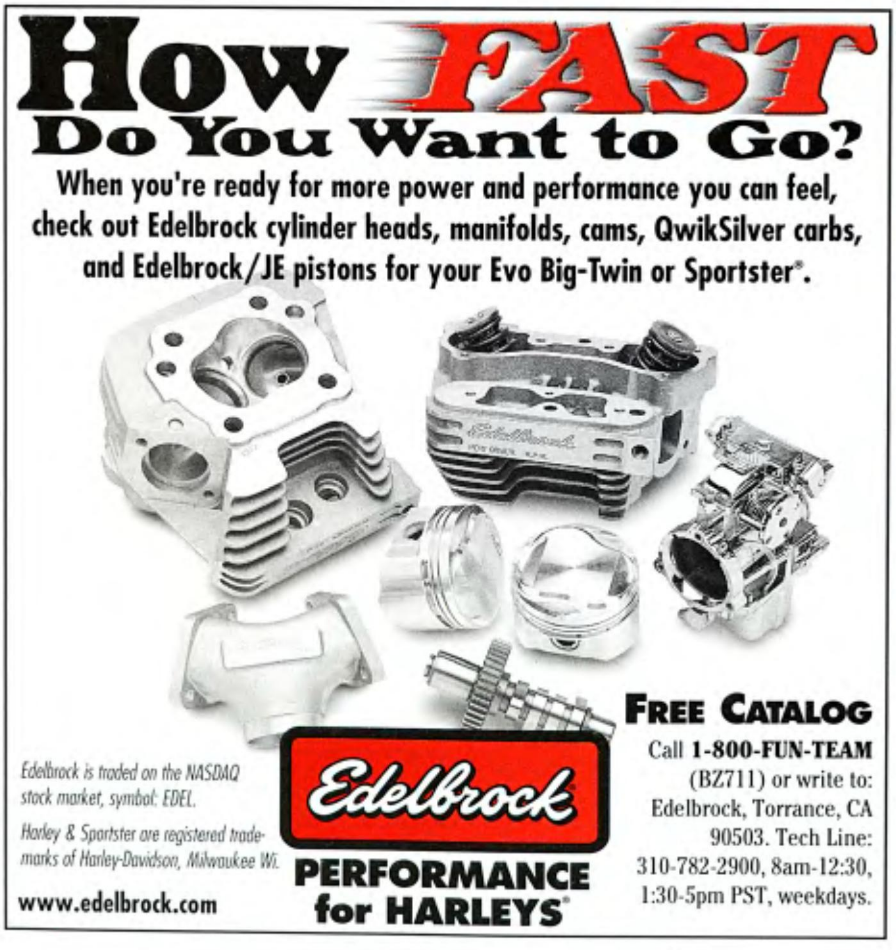
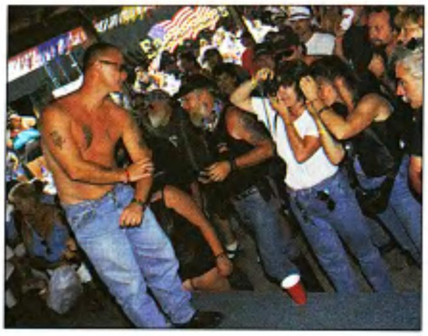
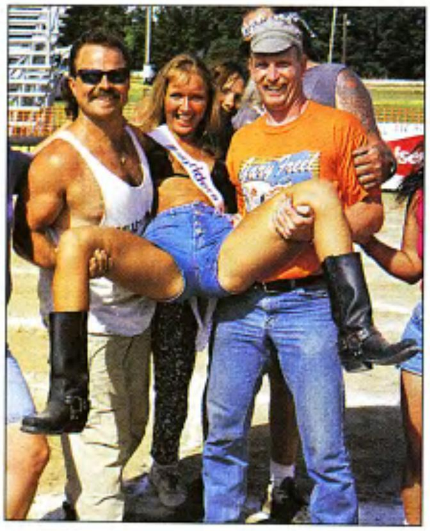


like Bernie Beattie nailed first place in Gas Trike, Kurt Maxwell grabbed first in Fuel Trike, and John Bauer took a very respectable third in Solo Fuel. With a new point system in place, overall winners are determined by points won, not dollars. This helped to level the playing field for first-timers, but in the end, it was experience that took Robert Tabor, Canton, Ohio, and Gary Freel, Ames, Iowa, to the





Photos: Billy Tinney

winner's circle in a tie for Top Cowboy.

It's gonna be a hot one this year, folks, and even hotter next year, so be there or be square. And, as Mr. Billy Tinney reminds me, "Bring your *seester*."

— *Captain Trash*

EASYRIDERS RODEO WINNERS LIST
WILSON, N.C., JUNE 27- 29, 1997

Slow Race

1st	Robert Tabor	Canton, OH
2nd	Gary Freel	Ames, IA
3rd	Ray Tewksbury	Wilson, NC
4th	Dan Simmons	Kannapolis,NC

Wienie Bite

1st	Bob Hanna	Claymont, DE
	Wendy Dupell	
2nd	Gary Freel	Ames, IA
	Nora Franco	
3rd	Scott Stewart	Webster, MA
	Wendy Pierce	
4th	Ray Tewksbury	Wilson, NC
	Alice Baker	

Potato Haystack

1st	Gary Freel	Ames, IA
	Nora Franco	
2nd	Mike O'Herron	Gowen, MI
	Colleen O'Herron	
3rd	Don Seabolt	Greenville, MI
	Unknown rider	
4th	Ray Tewksbury	Wilson, NC
	Alice Baker	

Keg Derby

1st	Robert Tabor	Canton, OH
2nd	Gary Freel	Ames, IA
3rd	Bob Hanna	Claymont, DE
4th	Mike O'Herron	Gowen, MI

Barrel Race

1st	Robert Tabor	Canton, OH
2nd	Gary Freel	Ames, IA
3rd	Bob Hanna	Claymont, DE
4th	Mike Jones	Kannapolis, NC

Brain Buster

1st	Gary Freel	Ames, IA
	Nora Franco	
2nd	Bob Hanna	Claymont, DE
	Wendy Dupell	
3rd	Don Seabolt	Greenville, MI
	Unknown rider	
4th	Scott Stewart	Webster, MA
	Wendy Pierce	

1,000 lb. Fuel Sled

1st	Robert Tabor	Canton, OH
2nd	Don Seabolt	Greenville, MI
3rd	John Bauer	Ionia, MI
4th	Eric Pleasanton	Claymont, DE

Trike Gas Class

1st	Bernie Beattie	Old Saybrook, CT
2nd	Stan Leiter	Ionia, MI
3rd	Scott Stewart	Webster, MA
4th	Vern Demorest	Greenville, MI

Trike Fuel Class

1st	Kurt Maxwell	Roseville, OH
2nd	Don Seabolt	Greenville, MI
3rd	Bob Hanna	Claymont, DE
4th	Dale Addis	White Cloud, MI

Tire Ride

1st	Bob Hanna	Claymont, DE
	Wendy Dupell	
2nd	Gary Freel	Ames, IA
	Nora Franco	
3rd	Ray Tewskbury	Wilson, NC
	Alice Baker	

Top Cowboys

	Robert Tabor	Canton, OH
	Gary Freel	Ames, IA

Ride-In Bike Show Winners

1st	Horace Joyner	Rocky Mt., NC
	Jeremy Joyner	
2nd	Johnny Gower Jr.	Portsmouth, VA
3rd	Bear Christie	Lexington, SC

Tattoo Contest Winners

1st	Susan White Wolf	Agden, NC
2nd	Rat	Richmond, VA
3rd	Bill Burke	Rocky Mt., NC

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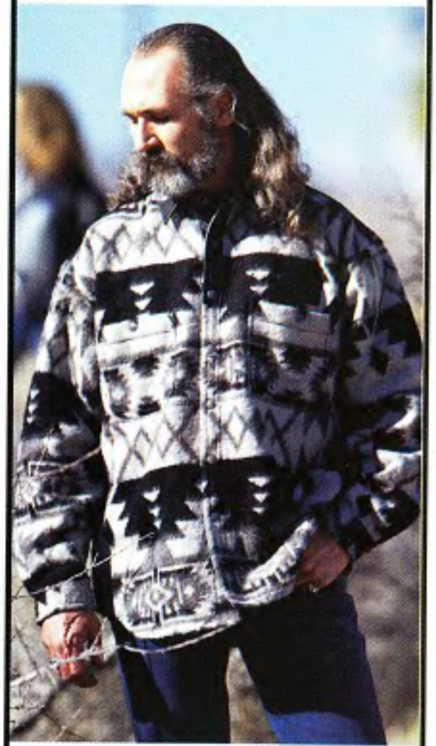
EASYRIDERS® SHIRT!



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Springfield, MO • Sturgis • Ontario, Canada

HE'S GOING GOING GONE

WITH A LITTLE HELP FROM HIS FRIENDS

Allen Laribee likes to go fast. Every motorized vehicle he owns, goes fast: his boat, his pickup, his Corvette, and last, but certainly not least, his custom Softail, over which you can drool on these pages. But going fast kinda goes with Allen's territory, because he works as a salesman for Industrial Turbo-Charger, and the way I understand it, Allen is his own best customer.

At least, that seems to be the reason why this '89 Softail has this intimidating apparatus sticking out from its engine, which looks to me as if it has a life of its own. "I've been in this business for about fifteen years," says Allen, "so the idea for this bike came from my background in turbos." Allen, who bought this Softail in 1989 as a brand-new stock bike, and his friend and main mechanic Mike Green at Zach's Custom & Performance (named after Mike's son), have modified and changed the appearance of the bike constantly from day one.

"This bike's been redone many times over the years, but its present look came into being about two years ago", explains Allen. This "present look" includes, of course, the turbo charger (incidentally a First Choice Aerocharger), the 7-degree rake, the raked triple trees, Wiseco pistons, 42mm carb from Mikuni, heads from Head Quarters, and several other tasty bits and morsels. The entire combination proved to be irresistable to the judges at the *Easyriders* Bike Show in Chicago last January, where it took a trophy for Best Street Custom.

"Take the wheels, for instance: they're one-offs from Nempco and were specially flown in," Allen explains. "We got them the day before we left for the *Easyriders* Invitational Show in Columbus." →

Easyriders®

Easyriders®

Talk about cutting it close! But that's how it oftentimes is in this business.

The principal builders involved in this project are Allen, who had collected many years experience tinkering with cars, before he switched to Harleys, and Mike Green. "Mike is a nut 'n' bolts kinda guy, and I work on the details", says Allen. The project got started in Allen's garage, but due to his hectic travel schedule and access to more tools at Zach's Customs, that's where the bike ended up. "Mike basically sponsored the whole thing, just to see how far we could take it. His help has been invaluable to me."

But there are also many other friends involved, like Bill Powers from Nempco, John Wargo from The Custom Shop, who laid on the killer purple, black, white, and crimson, and many more. "We tried to use only local talent", says Allen, local being Bloomington, Illinois. And none plays a bigger role in Allen's life, however, than Becky Morgensen, who will soon change her last name to Laribee. "Becky told me to get this one done before the wedding, and that→

afterward I couldn't do that anymore," says Allen, laughing. "But now she's gotten into it herself and loves it. In fact, she's already picked out the frame for our next project, which will be a rigid chopper."

Maybe Becky wasn't referring to the bikes Allen builds at all. Maybe she was referring to Hanna, our lovely Fox of the month winner from June's edition, who so seductively adds even more pizzazz to this already 120-horses-strong sled. Maybe the fact that this young go-getter from Ohio, who's working in real estate and wants to own her own company one day, looks so damn inviting, a small rift developed in this still nascent wedded bliss? Maybe by involving herself in her man's outside interests, Becky'll ensure that although Allen may win again, no woman's buns but hers will ever again grace Allen's iron steeds.

On the other hand, maybe she's just taken a liking to her new ol' man's passion. It could happen.

—Red Baron

Owner: Allen Laribee
City: Bloomington, Illinois

General
Fabrication: owner/Mike Green
Year/make: 1989 Harley-Davidson
Model: Softail
Value: too much
Assembly: owner
Chroming: Quality Plating

Engine
Year/model: 1989 turbocharged Evo
Rebuilder: Mike Green
Ignition: Dyna 2000
Displacement: 1340cc
Lower end: H-D
Pistons: Wiseco, 8:1
Cases: H-D
Heads: Head Quarters
Cam: First Choice
Carb(s): Mikuni 42mm, pressurized
Pipes: SuperTrapp
Modifications: First Choice Aerocharger turbocharger, Ness lifters, KüryAkyn air cleaner

Transmission
Year: 1989
Modifications: back-cut, heat-treated, Nempco Desperado wheel sprocket

Paint
Painter: The Custom Shop, John Wargo
Color/type: purple, black, white, crimson/House of Kolor
Special paint: John Wargo

Frame
Year/builder: 1989 H-D
Type: Softail
Shocks: H-D
Modifications: 7-degree rake

Accessories
Bars: Arlen Ness, modified by owner
Handlebar controls: JayBrake
Fender(s): Bob Gaston
Headlight: Paughco
Taillight: L.A. Customs
Speedo: Dakota Digital
Dash: Nempco, Perewitz
Pegs: JayBrake
Foot controls: JayBrake
Gas tank: Nempco, Perewitz
Oil tank: Nempco
Primary cover: Arlen Ness
Seat: Le Pera
Mirrors: Ness
Grips: JayBrake

Forks
Type: FLH, air assist
Modifications: Machine & Design trees

Wheels
Front
Type: Nempco Desperado
Size: 21-inch
Tire: Metzeler
Brake: Performance Machine, dual disc
Rear
Type: Nempco Desperado
Size: 16-inch
Tire: Metzeler
Brake: P.M., dual caliper, single disc
Photos: Pam Proctor

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1996 COLUMBUS CUSTOM
Stock #: NM011 **Color:** Orange **Mileage:** 250 Break in

NEW COLUMBUS CUSTOM
Stock #: NM010 **Engine:** 80 ci/1340cc **Features:** Stage II Performance Kit

1982 HARLEY-DAVIDSON
Stock # UM183 **Model:** FXDWG **Color:** Dark Red **Mileage:** 12,220

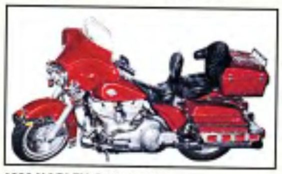
1975 HARLEY-DAVIDSON
Stock #: UM197 **Model:** FXE **Color:** Blk/Blue flames **Mileage:** 20,090

1993 HARLEY-DAVIDSON
Stock #: UM196 **Model:** FXSTC **Color:** Black **Mileage:** 6570

1997 COLUMBUS CUSTOM
Stock # NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam

1997 AMERICAN EAGLE
Stock #: AE00148 **Model:** STC Classic **Color:** Dark Red Marble **Mileage:** 50

1996 LOW BOY
Stock #: LB01 **Engine:** 80ci. Automatic trans. Special order your own in 4-6 weeks!


1986 HARLEY-DAVIDSON
Stock #: UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red

1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom

1997 BIG DOG
Stock #: BD74141 **Model:** Vintage **Mileage:** 35 **Color:** Red/Cream

1951 HARLEY-DAVIDSON Stock #: UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine

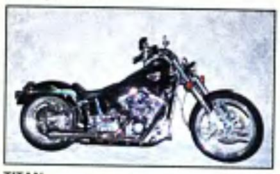
1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

1979 HARLEY-DAVIDSON
Stock #: UM185 **Model:** Sportster **Engine:** 1000 cc **Color:** Black **Mileage:** 11,350

1994 HARLEY-DAVIDSON Stock #: UM180 **Model:** FLSTF Fat Boy **Color:** Black Custom **Mileage:** 13,900

TITAN
Stock #: T140201 **Model:** Roadrunner **Engine:** 1573cc-96ci – 108 H.P. **Color:** Red

TITAN
Stock #: T140200 **Model:** Sidewinder **Engine:** 1573cc-96ci – 108 H.P. **Color:** Blue


TITAN
Stock #: T1440198 **Model:** Gecko **Engine:** 1573 cc-96ci-108 H.P. **Color:** Black

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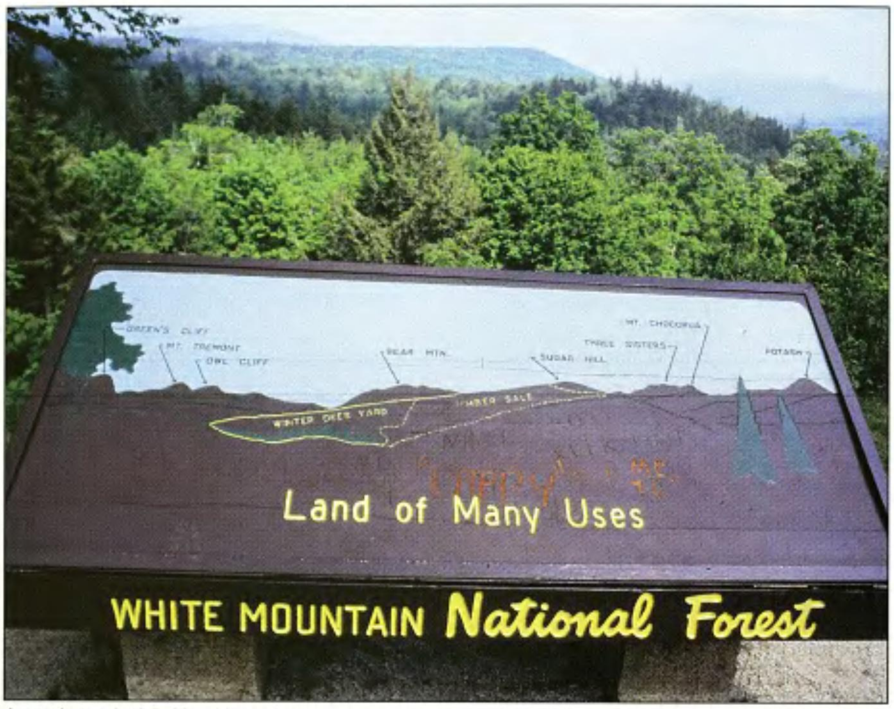
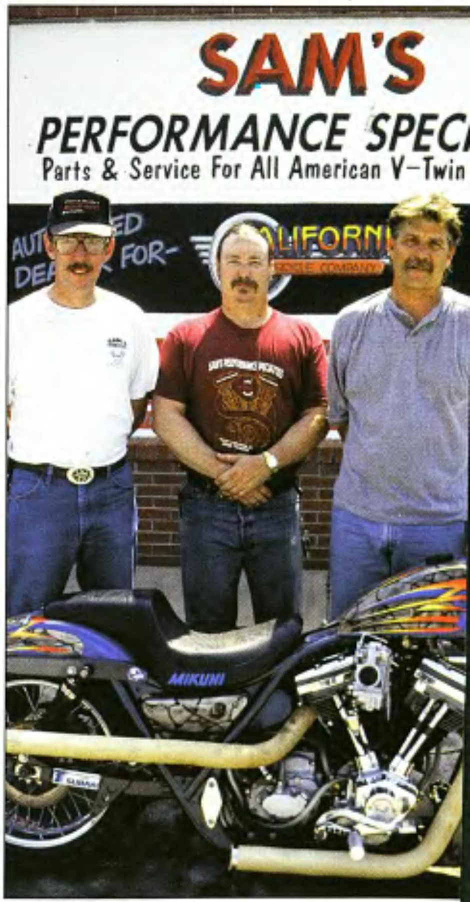


A scenic overlook in New Hampshire.

Meredith H-D folks.

Doing laps around Loudon.



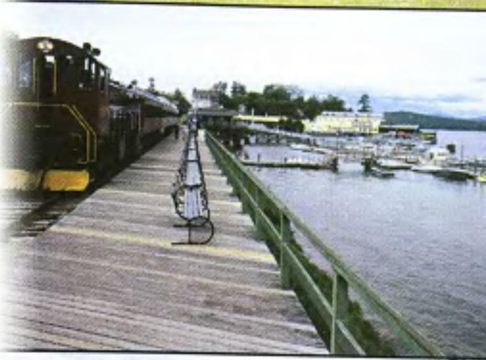
Sam's drag racing team.

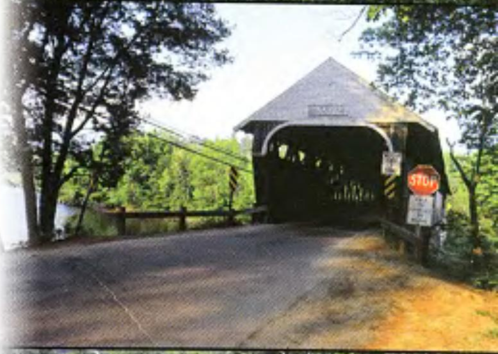
At Charley Hack's cafe.

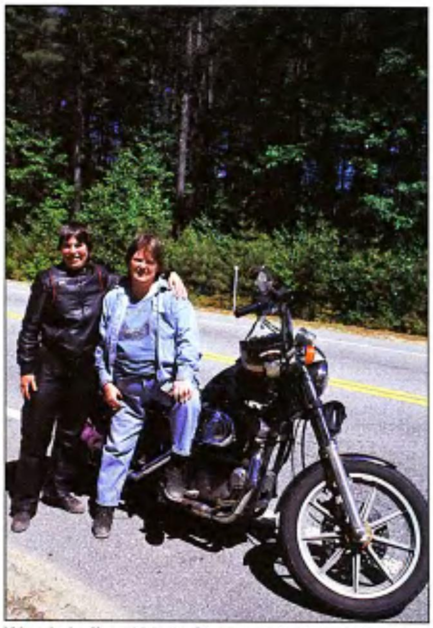
ELECTRODE

Howdy. Here we go again, this time from Myrtle Beach, South Carolina. After hanging out for the grand opening of the *Easyriders* Cafe, I thought I'd take a putt south on State Route 17 to Charleston, S.C. Although Route 17 runs along the coast, it's too far inland to see much of the beach, which was a disappointment. The weather was pleasant. Never being in the area before, I consulted a telephone book to see what bike shops were available. Sugar Pai was running well so she didn't need much attention in the engine or trans. She did need an oil change and filter. Finding several bike shops listed in the directory, I chose to go to Sam's Performance Specialties in North Charleston. I remembered Sam's ad listed in the now-defunct HARM rag. HARM was an acronym for Handcrafted American Racing Motorcycles, a good indication that Sam's was into drag racing—they are, big time. Sam's massages many top name drag racers' cylinder heads from around the country. We're talking fuel as well as gas class bikes. Sam Evans has lots of experience and is well respected in the industry. His shop has lots of trophies scattered around the shop as well as various slips of paper documenting several record-breaking runs registered in Harley-sanctioned drag racing associations.

As well as doing high-performance cylinder head work, Sam's has a complete machine shop featuring a Serdi valve machine, Super Flow 600 flow bench, and a Dynojet-dynamometer on a trailer, which he plans to pull to different bike functions for dyno shootouts. They do complete engine and transmission rebuilding. The shop helps many racers, and they sponsor one of the fastest drag bikes on the circuit. That would be rider Robbie Miley, who drag races in F class. They race mostly with AHDRA, which usually has the fastest and quickest bikes of all the Harley drag racing associations. This rocket still holds the AHDRA F class record in both the quarter and eighth mile. It did a 9.76 ET at 136.30 mph at Orlando's Speed →







Wenda Luff and Linda Shaver at the Mass. border.

World, March 9, 1995, and a 6.30 ET at 111 mph at Piedmont Motorsports Park during the spring opener in Greensboro, N.C., also in 1995. On the second pass they did a 6.13 ET and 113 mph but couldn't back it up because of a broken female rod on the third pass. That's drag racing for ya—you pay your money and you take your chances. This same bike won the American Motorcycle Institute's brute horsepower shootout in '95 and '97. In '95, in the Domestic Open Street Legal Class, it did 158 1/2 horses to the back wheel. In '97, equipped now with two 45mm carburetors, this 106-cubic-inch putt did 155-plus horses and won the 1341cc Open Domestic Street Class.

They replaced a speaker and tightened up the stem on the neck bearings while I waited for parts to be shipped from the Left Coast. I'd heard a clunking sound from the front end when applying the front binders, which was taken care of by the shop's ace mechanic, C.J. Traveling packed down, as usual, things like that are gonna manifest themselves.

While there, Sam gave me a quick lesson on valves and their functions. There are many valve manufacturers, some good, some better than others in different applications, like on different ends of the power curve. He has tried them all and knows what works and what doesn't. Sam's personal scoot is a l03-cubic-inch Evo that can reach for the sky rapidly. If you're in need of some exotic head work, get a hold of Sam's Performance Specialties.

On June 5 Sugar and I left South Carolina for Connecticut. The plan was to catch the Laconia rally the following weekend, June 13-15, then beat feet to Austin, Texas, for the great Republic of Texas bike rally. What's that old saying about the best made plans of mice and

The Johnny Rotten gang.

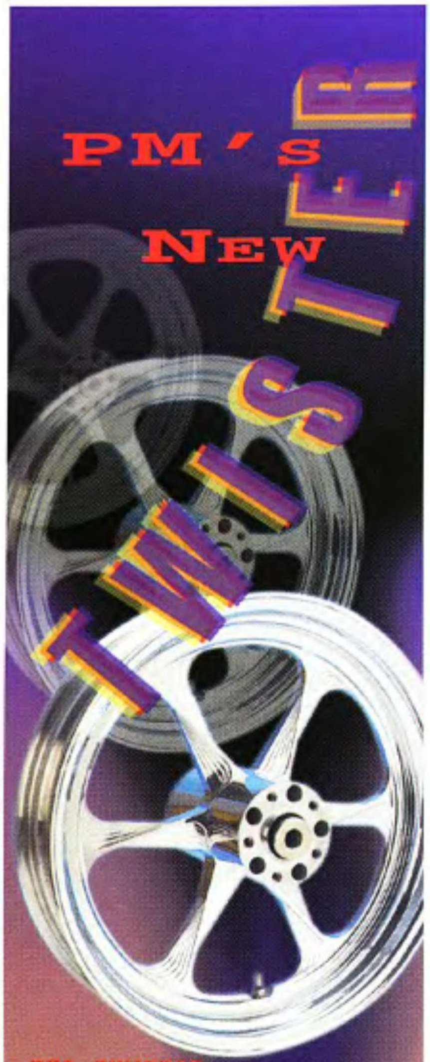
men? Anyway, Sugar and I left Charleston and headed north on I-95. Not wanting to deal with the New York City traffic, I chose to ride through the city that night. The DOT was working on the George Washington Bridge as we got there so we had to wait more than a half hour before we could cross. That in itself wasn't all that bad, but then the traffic turned into a giant cluster fuck. I couldn't get a break from anyone; they were all a bunch of rude bastards. Sugar and I didn't get to Mike Gherlone's house till after 3 that morning. I met Mike back in the mid '70s when he and his pal Tom rode west to California—we've been friends ever since. Those of you old-time Rip's Run readers may remember reading about Mike when Sugar and I rode up this way last year to visit with the Saracen MC; we call him Tiny. Yeah, he's a big boy and getting bigger every year. Just kidding, brother; you know I love ya. Tiny was really concerned about me when he heard I had cancer.

Anyway, I rested up at his pad while he went off to work. Bright and early the next morning we headed to Laconia. I'd never been there before and was looking forward to spending quality time with my sidekick Tiny. He'd been there many times and was gonna be my guide. By the time we reached the Massachusetts turnpike, it started raining. I had to hear all about how every time I come up that way it rains. What can I say, he's right. At a filling station we put on our rainsuits before getting back out there. It didn't slow us down much. One time I looked down at Sugar's speedo and we were doing 85 in the rain. Tiny rides an '85 FLT, which he's had, I believe, since it was new. It finally stopped raining when we hit the New Hampshire state line, but we kept our rainsuits on, knowing full well that if we did, it wouldn't rain anymore. Why does it seem to work that way?

For those who've never been in New England, I've got to tell ya, it's beautiful. Ya owe it to yourself to try to make it up there sometime. The rain Tiny was bitching about keeps everything green and clean. I dug it the most. It's almost like riding a bike in a picture postcard.

This year was the 74th annual running of the Loudon Classic. It is always held on Father's Day weekend, and it draws a large crowd. For those folks not particularly interested in the road racing series, there is lots to see and do. The area around Laconia is known as the Lakes Region. The Rally headquarters was at Lobster Pound near Weirs Beach. Tiny and I went by and picked up our rally pins and T's. As we were leaving I started experiencing starting problems with Sugar Pai. After thinking it had something to do with the electrical system, we finally called the good folks at Meredith H-D, who came out promptly to pick us up. It turned out I had sheared the six rivets that hold the sprocket to the clutch basket. This was the second time around for this problem. The first time was at around 66,666 miles; this time I got almost 90,000 miles out of it. The mechanic who worked on Sugar had never seen that happen before. The parts had to be brought in from a nearby dealership. Tiny and I rented a cabin that evening. Sugar wasn't ready until late the next afternoon.

To kill time and to check out the scenery, we took a train ride aboard the Hobo Railroad—it was great. The train runs close to the dealership and is operated by the Winnipesaukee Railroad, which, incidentally, is the name of a large lake where Weirs Beach is located. I should mention meeting a couple officers, John Barry and Philip Porter, →



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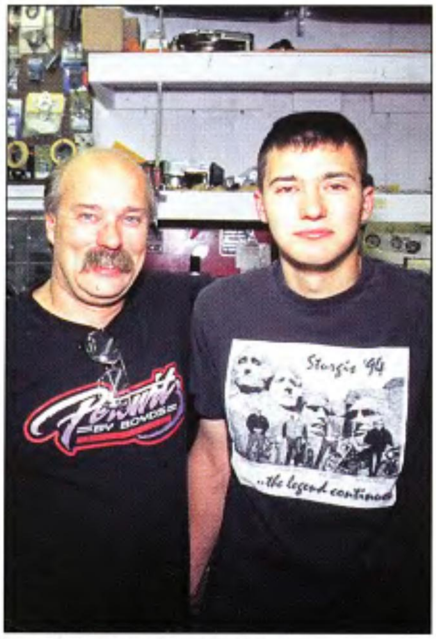
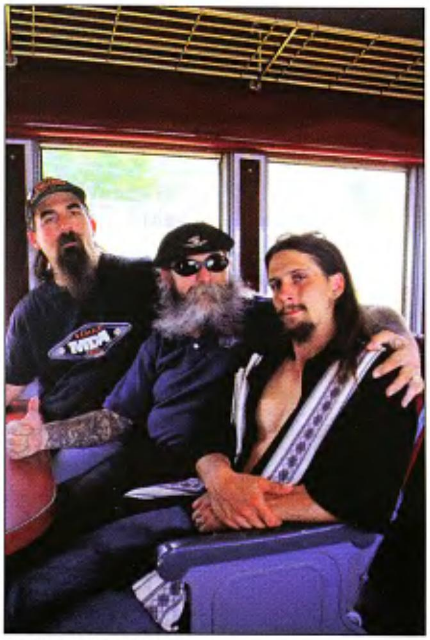

Dave Perewitz and his son, Jesse.

Nice smile, nice hair.

Same to ya, babe.


On the Hobo Railroad.

of the Lakeside Sharks MC while eating breakfast earlier that morning; they fly a Laconia bottom rocker. The Lakeside Sharks MC started it all and are the principal movers and shakers of the Rally and Races. One of their members sits in on the committee that oversees the whole shootin' match. They also have a chapter in Boulder, Colorado.

Riding back to Tiny's pad in North Haven, Conn., that night, I didn't have any more problems with Her Sweetness. But the next morning she didn't want to start. I'd already packed Sugar and was looking forward to that long trip to *Tejas*. It turned out that the needle on the carb was turned out six clicks from where it should've been. By then, a bunch of time had gone by.

While in Laconia I had been in telephone communication with Dave Perewitz of Cycle Fab in Brockton, Mass. The plan was to swing by his place on the way back to Conn., but since I didn't pick up Sugar 'til after closing time at Meredith H-D, we had to get back to Tiny's place. He had to go to his job, and I had to get ready to go to Texas. By late afternoon I'd given up the idea of the ride to Texas—it just wasn't in the cards. I figured I might as well stay where I was at and do Laconia with Tiny and his group of *loco* friends. I was tired of the carb problems. When I called Dave he suggested riding to his place to try a carb with an accelerator pump.

Dave has two places—a retail store and the actual place where those fabulous sleds are generated. The latter is where Sugar took me. He has everything handy to do what he needs to do. Dave took the time to show me some of the special projects currently in the works. Look for a bitchin' trike to come out of his creative mind. It's a completely new concept that should be ridable and roadworthy. They

Great outfit.

were busy getting bikes ready for a show, but we thrashed on Sugar till the carb swap was completed. I didn't leave his place till after midnight.

About a half an hour from Dave's place, Sugar started coughing from the carb and spitting through the tailpipe. What now? It was too damn dark to stop where I was at so I kept riding 'til I reached a filling station with enough light to see what was up. I pulled off the carburetor bowl first to check and see if the intermediate jet had picked up some trash. It hadn't. I pulled out the spark plugs. The rear plug was missing the tip of the electrode and some porcelain. After swapping plugs with spares, she fired up. She still sounded shitty and ran badly, but I rode her back to Tiny's on the front cylinder. I got there after dawn. It was too late to ride out with the Johnny Rotten group to Laconia. Besides, Sugar wasn't going anywhere in the condition she was in. Johnny Rotten is one of Tiny's bros who goes to Laconia and rents a couple cabins for their group every year. Tiny hung with me 'til we figured out what to do about my dilemma.

We ended up taking Sugar over to Richie Pierpont's shop in North Haven. He diagnosed the problem to be a burnt valve, a hole in the piston, piston rings, or something worse in the rear cylinder. He tore into it immediately while Tiny and I rode over to Tom Massoni's house to borrow his dresser. I was on Tiny's bike; Tiny rode Tom's putt. We went back to Richie's house and took my camera gear off of Sugar, packed it on Tom's bike, then split town as fast as we could. It worked out swell. We took the opportunity to cruise the White Mountains and to see lots of beautiful sights. We are talking covered bridges, mountain curves, and lots of scantily dressed females. →

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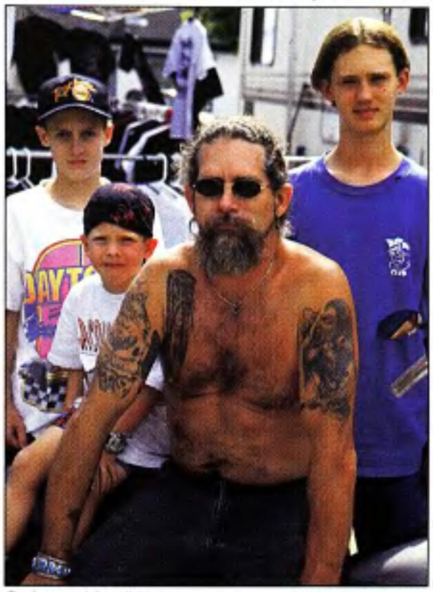
Inside Charley Hack's.

Richie Pierpont.



Gwim and family.

Photos: Rip

It turned out to be a perfect weekend, with no rain. I saw old pals, some of whom I hadn't seen for a spell. It was tits, and I got to do both weekends of Laconia, whether I'd planned it or not. Ya know, sometimes things work out better if ya go with the flow and let whatever happens, happen.

After getting back to Richie's shop in North Haven, I found that a piece of broken spark plug had become trapped between the valve and seat and had broken a piece of the valve, thereby losing compression. Tiny showed me the area's local biker bar, Charley Hack's; it's a small but intimate place. They've got a couple pool tables, lots of cold beer, and a mostly friendly crowd. I say mostly because one of the nonbikers almost got his eye dotted by Tiny when he thought that I shouldn't take a second picture of his ol' lady shooting pool. She wasn't that good-looking anyway.

I'd really like to see more of you readers, so how about dropping me a line? I'd like to hear what's going on in your neck of the woods. Till then, see ya.

—*Rip*

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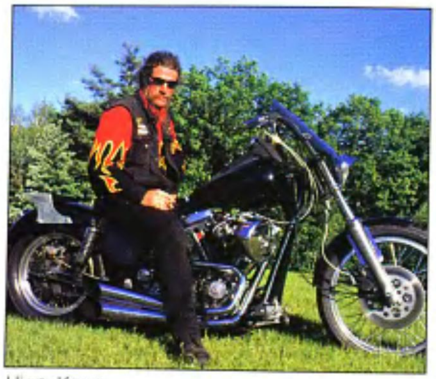

Hi ya, Kenny.

Push harder honey.

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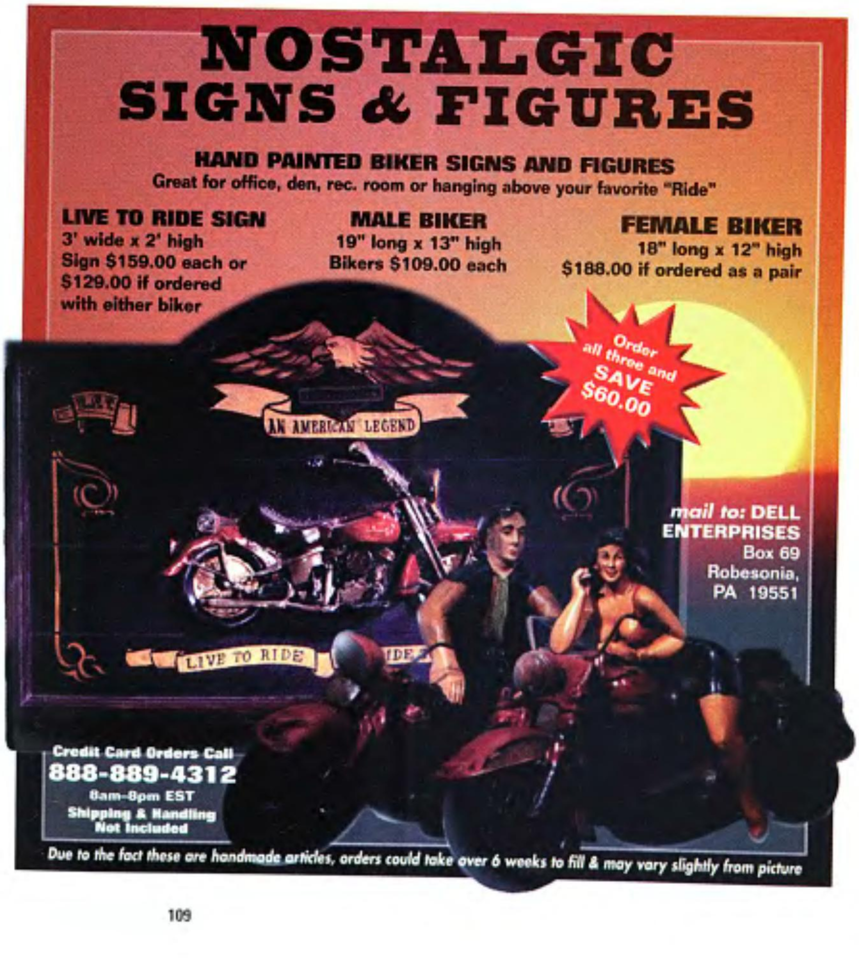

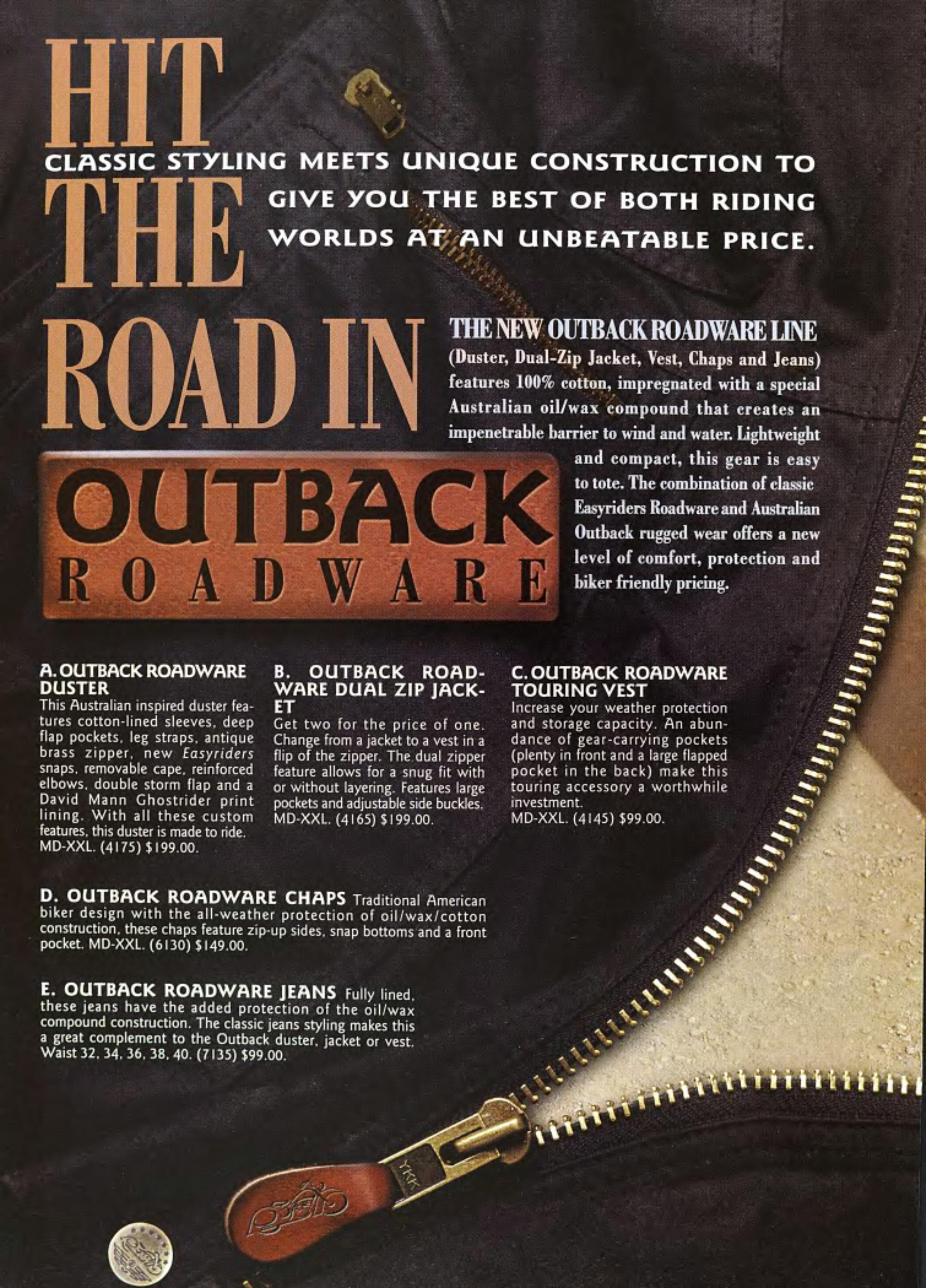
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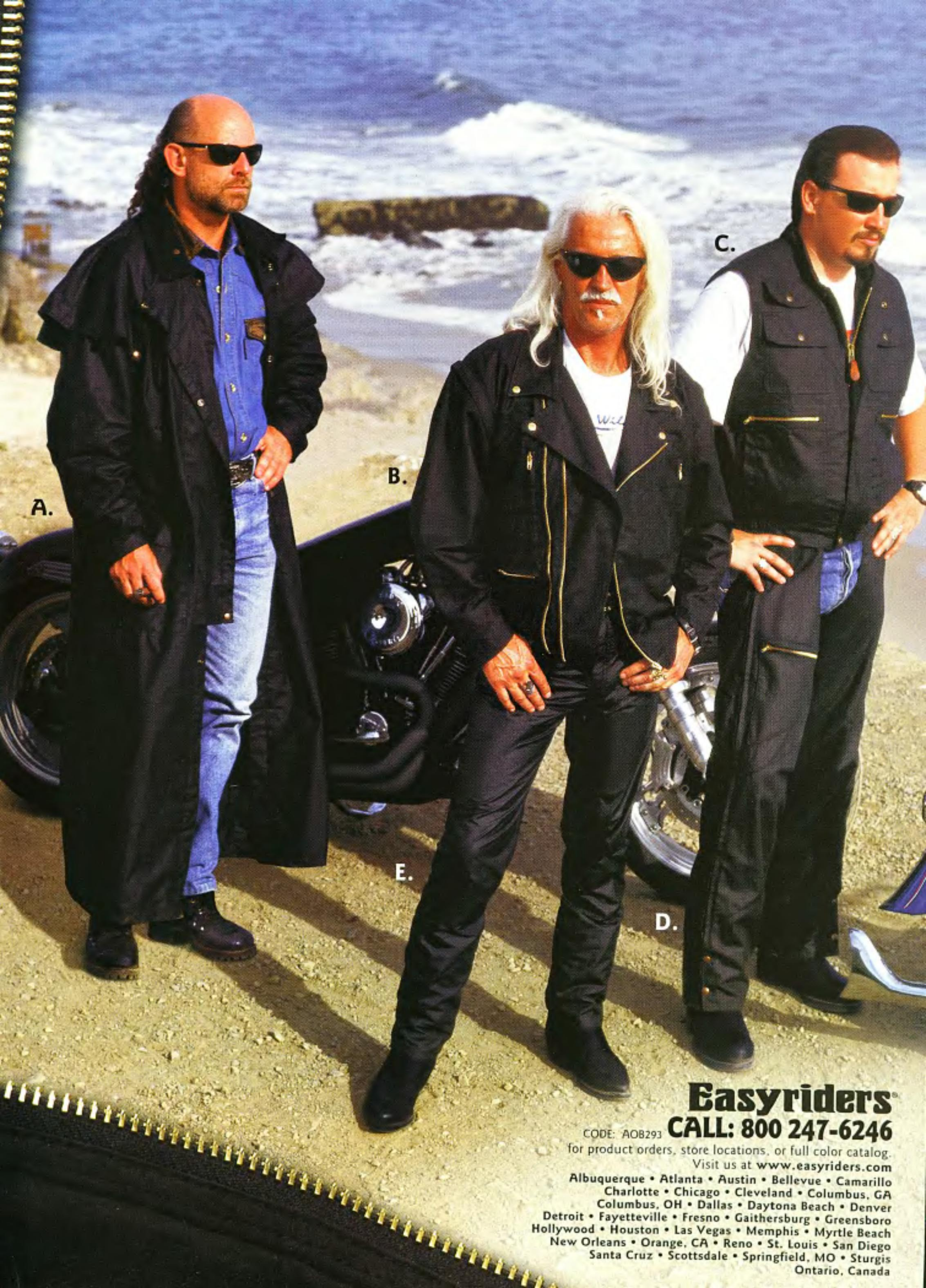
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My name is Joe Bronkowski,
and I've been riding cycles for over 35 years.
I really don't care for choppers or the people who ride them
and neither did my friend Harry Skinner.
But I had to send this story to *Easyriders*
because none of the straight cycle magazines with their
anti-Harley attitudes would publish it.

And somebody should know about my friend and his Harley.

OBITUARY

FICTION BY THOMAS HEINONEN

HE DIDN'T LIKE LONG HAIR OR DRUGS OR DRAFT DODGERS

This is a true story that took place 25 years ago ... that's how long I've been trying to get it published. That year's race at Laconia (Loudon, if you prefer) was the strangest I had ever been to; everything was weird. The crowd was huge and the wildest I'd ever seen anywhere. Maybe it was because of the rumors that this would be the last Laconia ever. Maybe because Harley had won the Lightweight race—with a two stroke! Maybe people were letting loose because of the economy, Watergate, whatever. Hell, I'm no psychologist, all I know is it was a weird weekend.

For almost 20 years, rain or shine, hot or cold, Harry Skinner and I went to Laconia. It became a pilgrimage. We started just after World War II, mainly to raise a little hell and have a good time with the boys. As the years went by, marriages took their toll and our group got smaller until it was just Harry and me. Now we went to get away from wives and kids and to do some serious riding and drinking.

That year, as always, we left my house at 5 a.m., after our traditional steak and eggs breakfast. Six hours and 400 miles later, we rolled into Weirs Beach. We had motored right along at 70 to 80 mph with occasional, make that frequent, higher bursts—pretty fast for two old farts. My scooter eats up the road just like the Peterbilt I push during the week. And Harry's '52 FL can run with any motorcycle on the road.

A lot of you reading this would probably have called Harry a redneck. He didn't like long hair or drugs or draft dodgers. He lived in a split level ranch with two cars in the garage, worked nine to five, belonged to the VFW, the whole bit. The only thing that set Harry apart from your average Joe was his love of motorcycles, American motorcycles—and Harleys in particular. Riding his Hog gave Harry just the right amount of freedom and individuality that he needed in his life. His Harley was something. You could study it for hours and still not catch all of Harry's "refinements," as he called them. Harry was a master machinist and his bike was a showcase for his talents. Every winter the engine was torn down and inspected, cleaned, and all moving parts were mic'd for wear. If a part was even "close," it was replaced. The flywheels were always checked for balance and true. The engine was held together entirely with stainless Allen head bolts and every bolt hole was helicoiled because the engine was torn down so much. The cylinders were on their .040 overbore and except for solid lifters, and FLH cam, and a tricked out Bendix carb, the engine was stock. Harry's blueprinting was why it ran so good. Detail was everywhere—stainless braided oil lines, Filtron air cleaner under the stock cover, a juiced up (by Harry) Sportster magneto, mini Heim joints replaced the old cotter pin shift linkage and Harry cut splines

on the shift lever and shaft.

Now the tranny went "snick, snick" and not "clunk, clunk" when he shifted. Fifteen years ago, Harry made a close-ratio first gear from billet stock! Chassis-wise, the FL was fairly stock. In 1958 Harry installed the hydraulic rear drum, and he had been talking about putting a Super Glide disc on the front. Goodyear 5x16s front and back. Harry said his Hog was "semi-dressed." The fenders were cut down slightly, with a police model solo seat, small windshield, black leather saddlebags, and a set of 3-gallon fatbob tanks. Everything that wasn't chromed or polished was covered with 20 coats of hand-rubbed black lacquer. If there was a better looking or running Harley-Davidson, I've never seen it. Harry bled 50-weight.

Anyway, at Weirs Beach, we attended the AMA club show and toured the local bars, looking up old friends and making new ones. We left Weirs earlier than usual to find a campsite. The year before we had a helluva time and the crowds that year were bigger. After an hour and a half of searching among all sorts of freaks, weirdos, and hippies, we found a spot between a Chevy van from Quebec (one guy with three foxy broads—wish I knew what them Frenchies had!) and a group of cafe racers. We pulled off the highway and Harry locked up his rear wheel and slid to a stop amid a cloud of dust. Laconia always got into Harry's blood. As we dismounted, a nasally sounding voice from the cafe racer group yelled out.

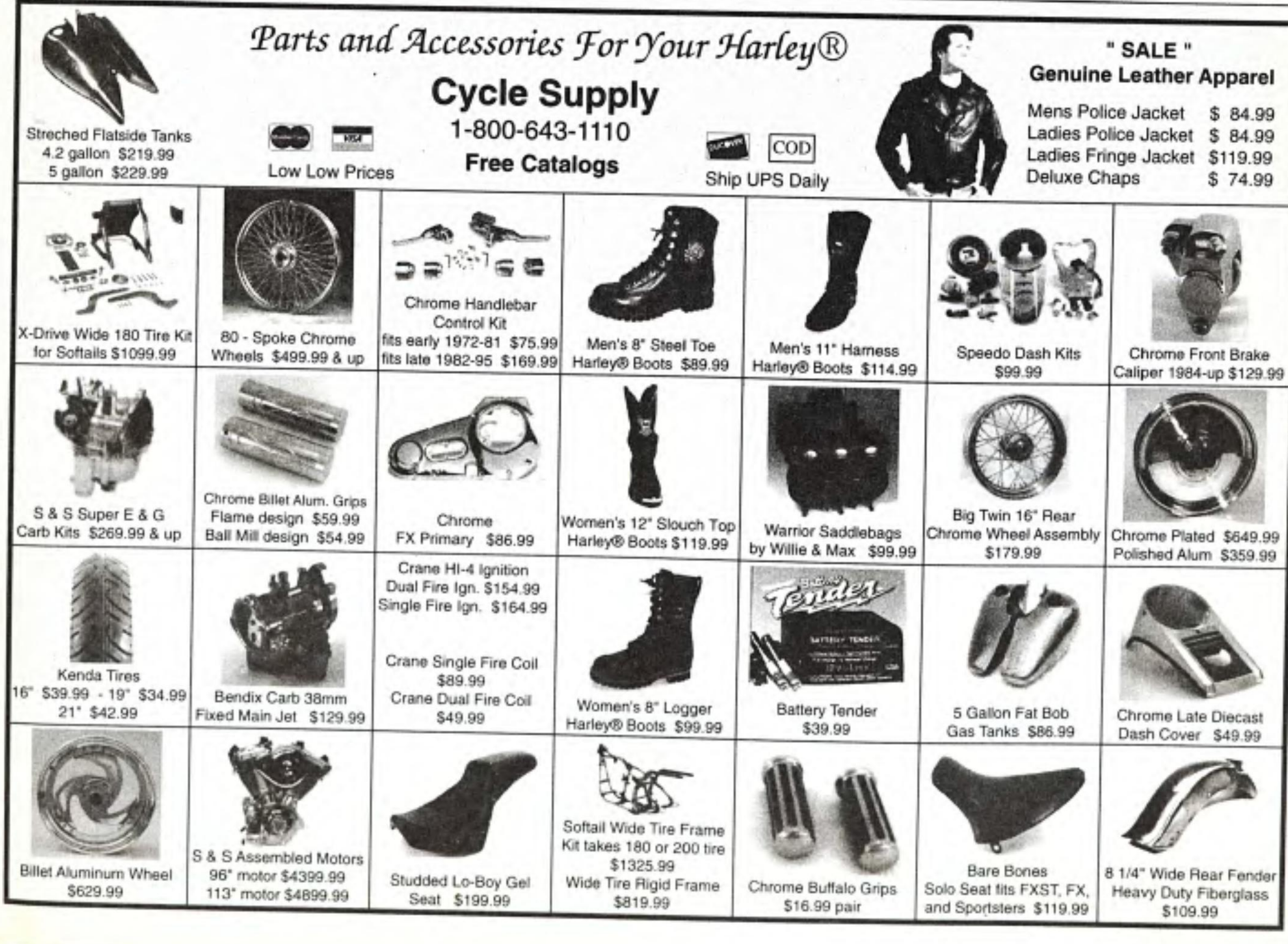
"Better knock that shit off, old man. Ain't enough people around to pick that boat anchor up if it fell over!" Sneering laughs followed and we turned to see a tall, pimply guy about 20 or so grin and return to polishing his Honda 750 cafe racer. Harry took the remark in stride, which surprised me.

"It may be an anchor but it's still more of a bike than that Honda," he just muttered. Harry and Pimples glared at each other, and I hoped that was end of that.

We finished parking the bikes, set up our tents and started a fire for our traditional meal, possibly my favorite meal. First we fried up a bunch of salami chunks in our only cooking pot, added some fresh green pepper and fried that a little while and then dumped in a couple of large cans of baked beans and let the mixture bubble 'til done. When served with crusty French bread and lots of cold beer, it was an unbeatable combination. We had just shoveled the delicious concoction onto our plates when Pimples started to make a big show out of squeezing into a set of racing leathers. He chucked on a Bell Star and rolled his Honda onto the highway. He smirked in our direction, turned and smiled at his buddies.

Rocking the Honda back and forth a few times, he clicked the shifter into second and started pushing. Guess he wanted to →

HE MAY HAVE BEEN OLD AND OVERWEIGHT, BUT HE HAD ARMS LIKE TREE TRUNKS



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show us what a racing start was. He took seven or eight steps and plopped on the pad sidesaddle. The Honda bucked, coughed twice and lurched to a stop. Harry laughed and took a long swallow of Bud. Pimples didn't turn around this time but started pushing again. He came down hard on the seat, this time the Honda coughed and fired with a nasty growl. Somebody had definitely breathed on that motor.

"Sounds good, huh, Harry?" I asked.

"Yeah, but still not as good as a Harley," he replied. Typical Harry, Harley forever and ever.

We finished dinner and settled down to do some serious drinking and bullshitting. The fire was already roaring as the sun started to go down, when a couple of old friends from Maine who had recognized Harry's Harley stopped by to shoot the breeze. It looked like a nice, friendly evening—until Pimples returned. He pulled up to his buddies and revved the engine a few times—just to make sure we heard. One of our friends rode a Honda so he wandered over to check out Pimples' cafe job. What the hell, I thought, never saw a cafe racer close up. As I walked over, I heard Harry.

"It's only a Honda."

Pimples loved an audience. He went into a well-prepared rap about his bike—810ccs, Dunstall this, Yoshimura that, handles like a snake, geared to do 140.

"Not with you on it!" Harry called over. I wondered if it was the beer talking, but knowing Harry, he had been listening intently as possible, while faking disinterest. Harry must have hit a nerve because Pimples turned red, and with neck veins protruding, told Harry to stick his handlebars up his ass. Harry threw his beer down when he heard that and sort of half-rolled up from his sleeping bag. I knew what was coming so I put myself in Harry's path. Harry was nobody to screw with. He may have been old and overweight, but he had arms like tree trunks and served with the Marines in Korea.

"You fuckin' punk, I oughtta smash your face in!"

"Hey, man, love and peace," snorted Pimples. "No hassle—just because we ride different brands and yours happens to be a piece of shit ..." Harry lunged immediately, but I grabbed his arms and with all my strength held him back.

"Listen, you long-haired fairy," Harry shouted, "I was riding bikes before you were born, before anybody ever heard of Honda, Yamaha, or any of that other shit—we'll see whose machine is still running twenty years from now. Yours will have crumbled back into the beer can it was made from!"

Pimples looked scared shitless, as well he should have been, but cooly said, "You wanna race?"

I heard Harry chuckle to himself and felt his biceps relax. He shook me loose and walked over to his Harley. Smiling, he swung his leg over the seat and with one easy kick, the 74 belched into life. Harry gassed it and let out the clutch. The Harley spat dirt and stone all over our campsite and when it hit the pavement it fishtailed wildly, but Harry had it under control.

HARRY HAD ONLY HAD A SIX-PACK, AND IT TOOK A LOT MORE THAN THAT TO GET HIM DRUNK

"I'm ready fairy!" Harry shouted.

Pimples was still putting on his leathers, so I ran out to try and stop Harry. "What the hell are you doing? Are you drunk or something?"

It was a stupid question 'cause Harry only had a six-pack and it took a lot more than that to get him drunk. He turned to me and said slowly, "I'll show those punks what a Harley can do."

There was no point in arguing, so I turned toward the campsite to get Harry's helmet. While I was looking for it, I heard the Honda fire up. Turning, I saw Pimples clean out the engine by pulling a 50-yard wheelie. A big *"Wow"* went up from the onlookers. I couldn't find the damn helmet. I heard Harry's voice saying, "Down Route 5 to 87 and back along the Mohaug Trail."

Pimples grinned. "I know it well."

I wondered if he knew it as well as Harry. Years ago we raced that course many times. I found the helmet and started toward Harry but

it was too late. There was a loud screech and the smell of burnt rubber. Seconds later there was another screech as Harry came to a stop, spun a half donut, and returned to the starting line. The Honda had crapped out.

"Call it off, punk?" asked Harry.

"It loaded up," fumed Pimples.

"Guess it's had enough of your shit, too," replied Harry. The crowd laughed. Pimples bump-started it and cleared it out by pulling a 50-yard wheelie in the process. Another big *"Wow"* echoed from the growing crowd. He returned to the line, nodded to Harry and the race was on. I guess a lot of people would say the race symbolized something, but to me it was just Harley against Honda and my friend was on the Harley. Harry twisted his throttle and dumped the clutch, the big Goodyear dug in and spun a little while laying down a black strip 20 yards long, straight as an arrow. While Harry was laying rubber, Pimples was hitting second while pulling a wicked hole shot. The Honda had about a 10 bike lead when Harry hit second at full throttle. The front end came up 3 feet in the air and the crowd went wild. None of them had seen a big, old Hog do that before. I felt sort of proud of Harry—maybe he'd show that punk.

As the bikes were fading into the distance, the crowd scrambled for a large knoll about a hundred yards down the highway, a good vantage point for the whole race. Pimples must have pulled his baffles 'cause his bike was echoing in the cool, early evening air as he had about a five bike lead on Harry at the end of a long straightaway. We could hear both riders back off the throttle as they entered the first turn, a tight downhill hairpin. Pimples must have written Harry off and been concentrating on his form 'cause Harry braked hard, downshifted and gassed it past the Honda, sparks flying from the primary cover as he literally slid by. The crowd, now considerably larger, had stopped drinking and partying and focused all attention on the race.

"Who's the dude on the Harley?" someone asked.

"His name is Harry Skinner," and, feeling proud I added, "he's fifty years old!" I expected more than "No shit, man," but that was all I got.

A big cheer went up as the Honda pulled alongside Harry and was in the process of passing. We saw Harry glance to his left, hair flying every which way. I swear I saw →

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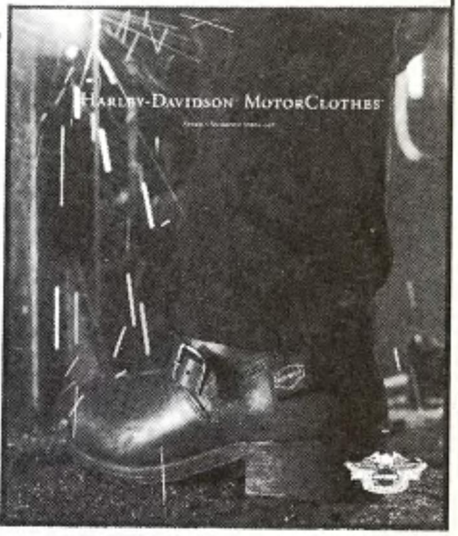

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THE HARLEY HIT A POTHOLE AND THE REAR WHEEL WENT UP ABOUT 4 FEET

him grinning. Harry's wrist turned and the Honda wasn't passing anymore. Another cheer. A long uphill sweeper was coming up, again the throttles were rolled off but Harry backed off first and the Honda dove in harder—there was no doubt that Pimples could ride. Harry gassed it, but it was too late—the Honda had a five bike lead as they went into an unbanked right hand turn that lead into the Mohaug Trail.

The Trail was once an old Indian path that followed the river gorge; it was full of turns, esses, and hairpins. Pimples leaned way over, braked for a second, downshifted and gassed it hard. He was smooth. Harry came in a little too high, he braked hard and locked up the rear wheel, the Harley hit a pothole and the rear wheel went up about 4 feet in the air with the forks oscillating wildly. I closed my eyes and thought to myself, "Harry has bought the farm." The crowd groaned, and I waited for the sound of flesh and steel meeting pavement. There was none! I opened my eyes and saw the crowd shaking their heads in disbelief. Harry had pulled it off!

We lost sight of the bikes for a while as they entered the trail; it was too heavily forested to see a thing. Suddenly, there were two flashes as headlights were switched on. All we could do now was listen. Shafts of light danced along the pines as the bikes climbed, turned, and descended hills. This got a few *"Wows"* from some stoned hippies. Once the bikes came out of the trail, there was a sharp hairpin back onto the highway and then a straightaway to the finish line.

All eyes were on the trail's exit; it was marked by two cedar logs about 15 feet high, joined by a carved board proclaiming the Mohaug Trail. The roar of the two high-performance engines was awesome, full throttle for a bit, back it off, and get on it again. The ripping sound of the Honda seemed to be ahead of the powerful roar of the Harley. The rhythmic sounds were lulling the crowd. In an instant, headlight beams were bouncing off the trees near the sign. The echoes must have been playing games because it was Harry we saw first. Before we could cheer, a yellow flash pulled alongside Harry. Too damn close I thought ... then I realized the bastard was trying to force Harry off the road! The Honda inched closer and there was no way out for Harry this time—he was headed straight for the cedar posts. What the hell am I going to tell his wife, I wondered? There was a loud screech as Harry hit the brakes, the ass end of his Harley came around and there was a loud *crack*! As if in slow motion, the Mohaug Trail sign crashed in a cloud of dust. The cedar posts must have been old, or rotten, or both ... or maybe just the weight of the Harley did it. Somebody with binoculars said the old guy was bleeding. Pimples glanced back just in time to see Harry and the Harley shoot forward out of the dust bowl. He went into an exaggerated crouch, ass up in the air, throttle wide open with about a 15 bike lead. Harry was picking up revs as he shifted into fourth. The Harley lurched forward and the gap was closing. The Honda was straining now and the Harley was still accelerating. One of Pimples' friends yelled, "Holy shit! I don't believe it." Now it was an all-out mile drag race. Harry was alongside the Honda now, Pimples wouldn't turn and look this time. Harry and his beloved Harley had inched ahead of Pimples, when he suddenly grabbed for his chest with his left hand. His head dropped about 6 inches and then slowly rose back up. I knew Harry's bum heart was giving out for the last time, and I'm sure he knew it, too. He leaned over the fatbobs with his last effort and crossed the finish line half a bike length in front of Pimples. The crowd started running for Harry. The Harley rolled to a stop with Harry still lying on the gas tank. His foot flicked out the jiffy stand, the front wheel cocked and Harry never moved again. Someone cried, "Give him some room! Give him some air!" But I knew it was too late. An ambulance arrived minutes later and took Harry away. There was a smile on his face. I pushed his Harley back to our campsite and started to polish it up a bit. We drank a lot of toasts to Harry that night. Pimples? He never stopped and never came back. ⊙

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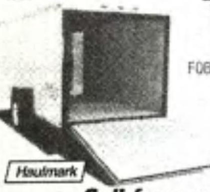

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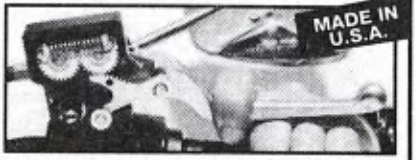

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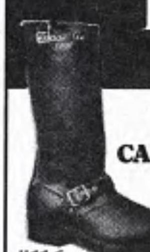

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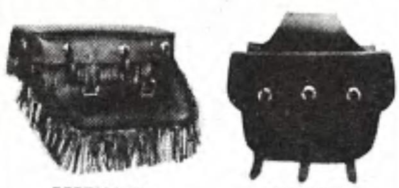

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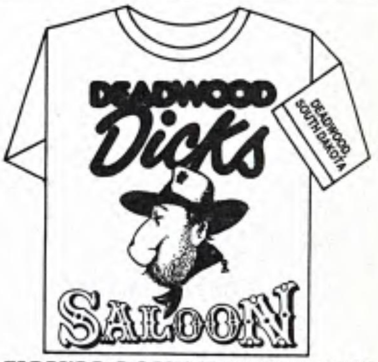

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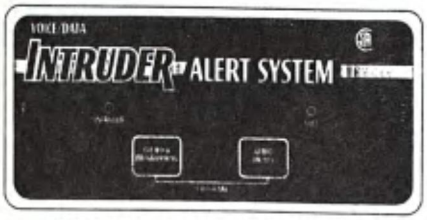

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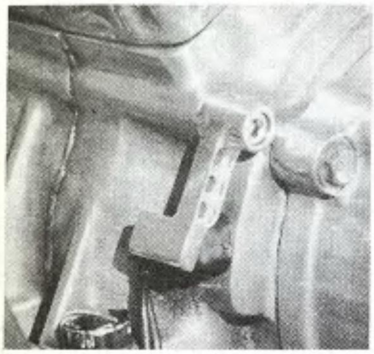

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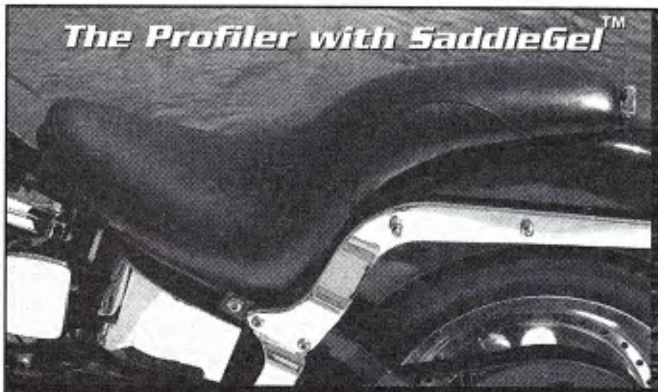

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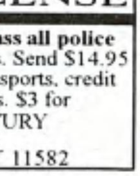

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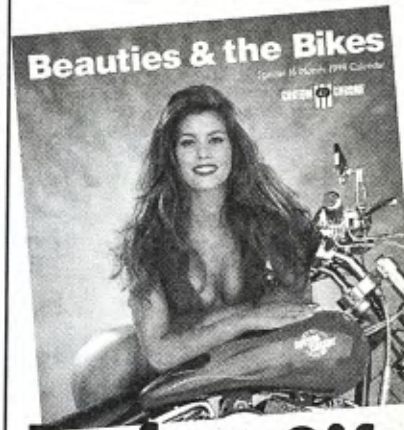

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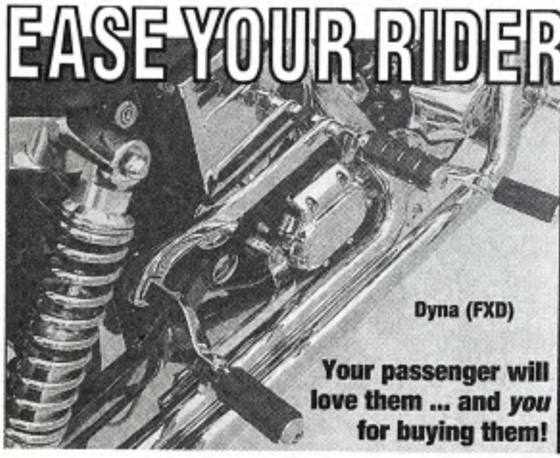

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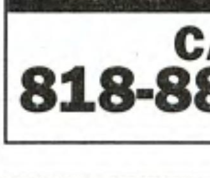

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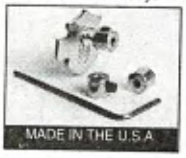

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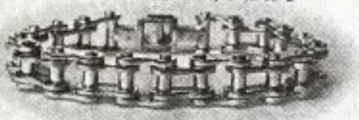

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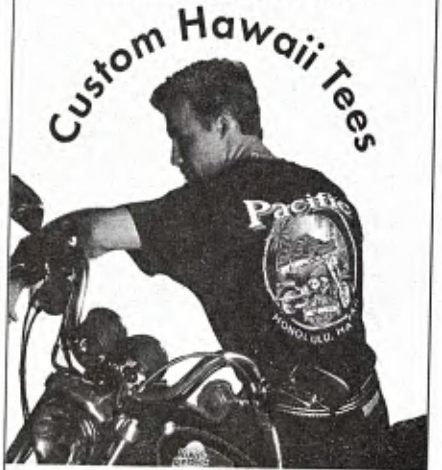

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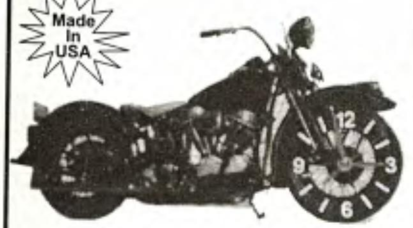

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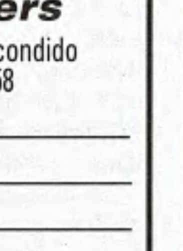

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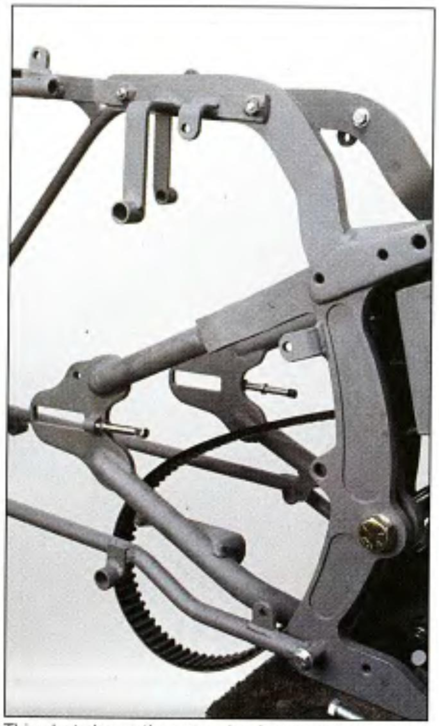
READY TO ROLL
Imagination Is A Wonderful Thing

Man, it's been a long time, but this project is all about drugs—no, no, I mean expanding the imagination in regards to custom bikes. Choppers are still my thing and always will be. My code is, and has always been, less is more. In fact, I'd build bikes without lights at all if I didn't enjoy riding through the city at night. But this project is about stretching the limits, coupling age-old '30s styling with today's components and accessories.

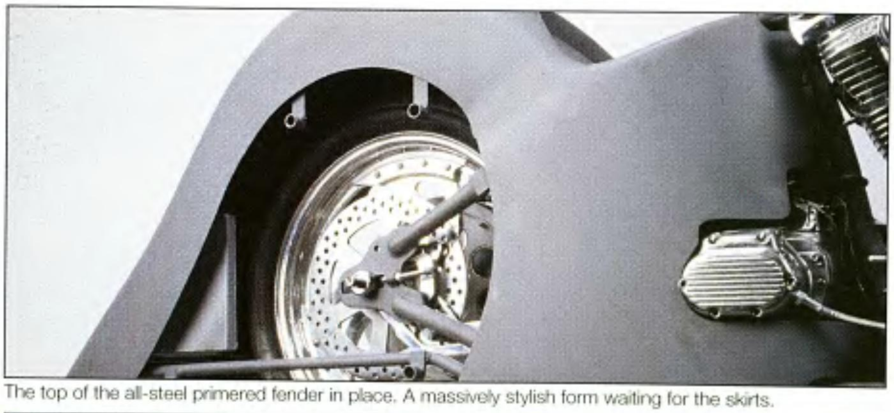
So here it is, in the primer stage, only a few hours from feeling the intense vibrations of a new S&S stroker motor rumbling within her chassis—maybe a week before some lucky staff member from Ron Simms' Bay Area Custom Cycles (BACC) leans this beast into a corner. Ron plans to deliver the running machine to me at the Ventura Beach Ride or the Mikuni bike show in a couple of weeks. I'll put some miles on →



This shot shows the extensive framework done by Downtown Harley in Seattle to support the fenders.

A daredevil member of the Simms team risking his life beneath the rear fender.

Two mighty members of the BACC gang installing the light Performance Machine rear wheel.



The top of the all-steel primered fender in place. A massively stylish form waiting for the skirts.

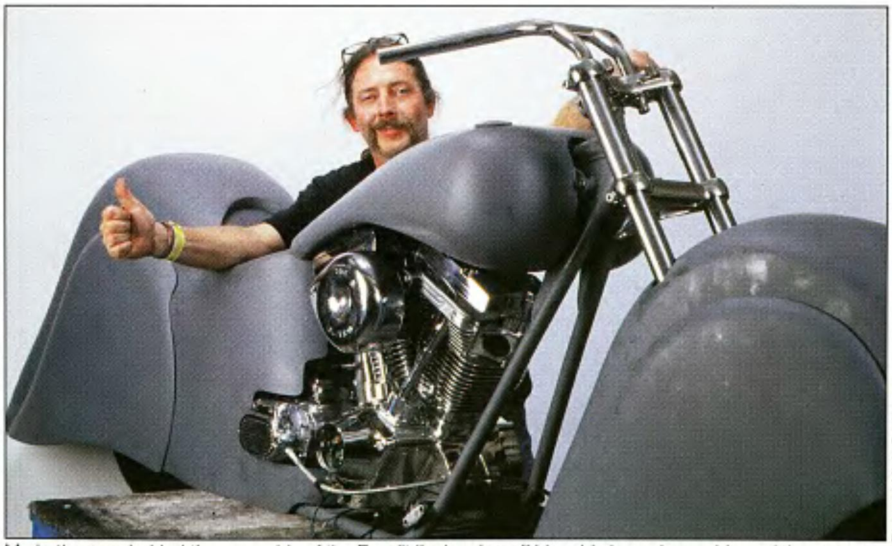
Another criminal member of Ron's crew hiding behind one of the rear fender skirts.

her regal self, Joel at Headwinds and I will devise a headlight, and, with the assistance of Dakota Digital, we'll begin a set of handlebars with a variety of gauges worked into the form. I may also enlist Paul Yaffe of American Legends in Phoenix to assist with the tail and running lights. Meanwhile, I will sneak around the streets of Los Angeles, avoiding cops and clocking a few miles. But I've been evading cops all my life. Nothing new there.

Next, you'll see this monster rolling. I'll keep it short this time around, 'cause tomorrow at five in the morning we ride to Hollister for the 50th, and I can't wait to feel Highway 101 rolling beneath me and ponder the history, the whiskey, the cops, and the girls as the sun blazes at our backs. I'll give ya an update next issue. —*Bandit*

Here it is in all its sheet metal glory, a bike so swoopy, so entrenched in an era of flowing lines, that it will turn back clocks once the final coat of paint is applied.

The legs and fender bolt in after the trees are installed to make one massive, iron-clad unit.



Mark, the man behind the assembly of the Bandit II, showing off his pride in workmanship and the accomplishments of the entire Simms crew at Bay Area Custom Cycles.

Photos: Nick Cedar

Sources

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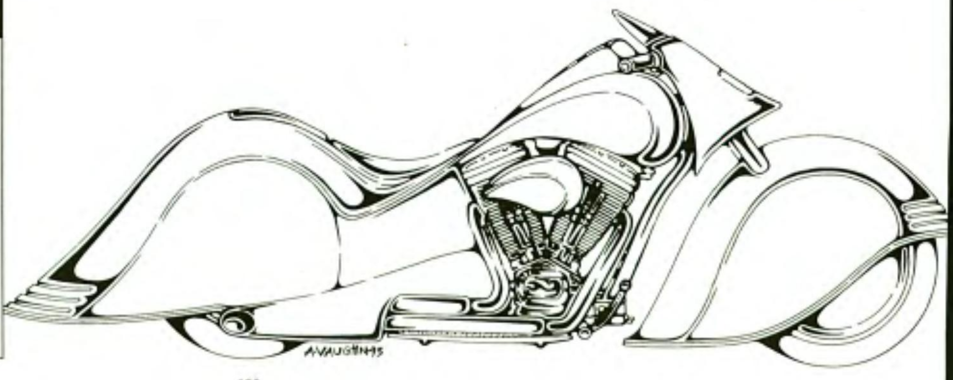

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So You Raked The Frame, How Long Will Your Front End Be?

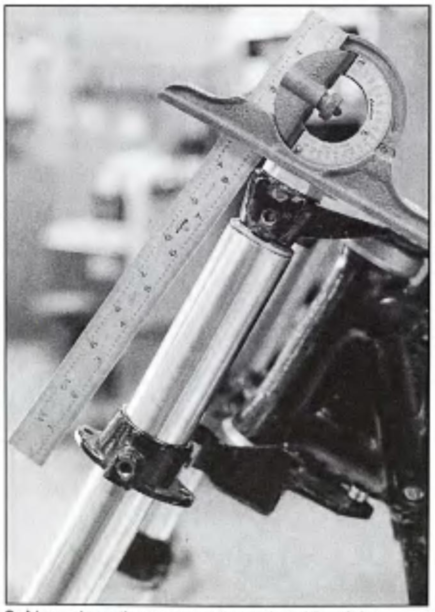
—Courtesy of Chrome Specialties

In order to maintain your motorcycle's present ground clearance with the added rake, some over-length fork tubes will be required. This means that some relatively simple measurements will need to be taken in order to determine the required over-size. The items required to accomplish these measurements are readily available in your shop or garage. You will need a:

1. broom handle 48-inch long (or equivalent)
2. tape measure
3. protractor
4. motorcycle lift (optional, but preferred)

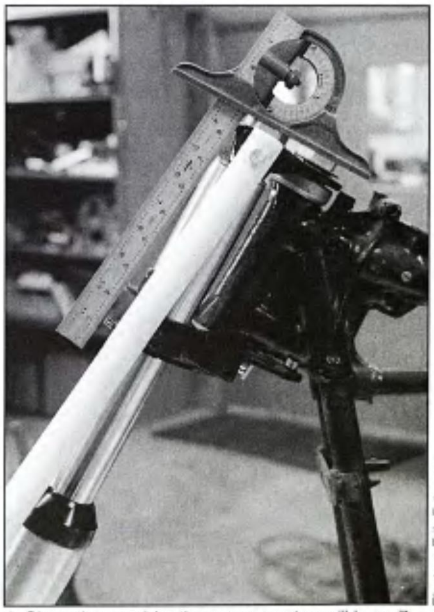
1. Securely lift the motorcycle off of the ground. If no lift is available, have someone hold the motorcycle in an upright position.

2. Measure the length of the stock fork tubes (from the top of the upper triple tree to the center of the front axle). In our example, this dimension is 29 inches; take this dimension and write it down. Add up the accumulated amount of degrees you will be adding to the motorcycle (additional frame rake plus triple tree rake).



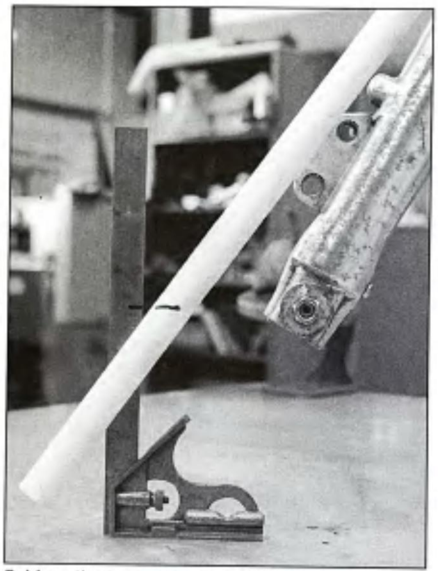
3. Now place the protractor on the side of the upper triple tree (with the center axis at the top of the upper triple tree and the 90-degree mark down the centerline of the fork leg toward the front axle).

NOTE: In this example, we will be using a stock "FL" frame with zero degrees of added rake and zero degrees of triple tree rake as our base line. We will be determining what length of fork tubes will be required to maintain a stock level of ride height while utilizing 7-degree triple trees. Our accumulated rake will be 7 degrees (frame rake zero degrees, plus triple tree rake seven degrees equals seven degrees total rake). Measure the distance off of the ground that the front axle is in the stock configuration. For example, let's say that this dimension is 13 inches.



Photos: Erik Falconer

4. Since the combination we are using will have 7 degrees of total rake added, we need to hold one end of the broomstick on the center axis of the protractor, which is affixed to the upper triple tree, and rotate the other end of the broomstick so that the stick intersects the 83-degree mark on the protractor (90 degrees minus 7 degrees equals 83 degrees). Now you must hold the handle in this position so that you can take a measurement to determine the required length of the fork tubes. Take the tape measure and place it on the ground with the tape reel locked into place with an overall length of 13 inches. This will simulate the stock axle height from the ground (remember that these were the same 13 inches that our stock motorcycle had in the example).



5. Move the tape measure until it intersects the broomstick; mark this location.

6. At this point, measure the broomstick to see how much longer (over) the fork tubes will need to be to maintain the desired (stock) ride height. This takes much more time to read through than it actually takes to accomplish this simple procedure.

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PUCKER POWER

Feuling R&Ds 4-Valve Heads And CVX

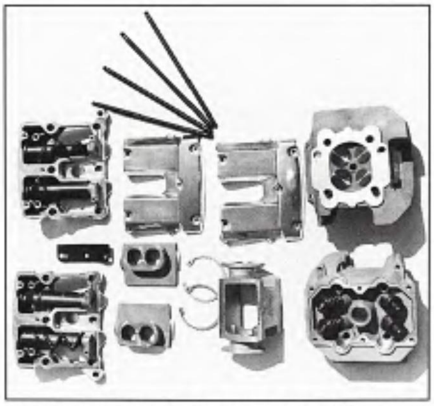
Hey, bro, if we told you about something that would double an Evo's ('84-up) horsepower and increase torque by 40 percent, you'd bet your pink slip it was a supercharger or else nitrous oxide, right? Sorry, man. We're talkin' normally aspirated, but it puts new meaning into the word "breathing." Hey, most big-inch foreign bikes have 3- or 4-valve heads and they all run like Jack the Bear! Well, Feuling testifies that they hold the answer to making your Softail, FXR, or FLH boogie like a banshee!

BACKGROUND

The technology of this Harley 4-valve package is purpose-built and comes directly from research and development based on years of past projects: small displacement, 4-valve automobile engines producing absolute, record-setting horsepower. Example: Feuling and his crew of engineers designed and built the Oldsmobile Aerotech engine that powered A.J. Foyt and the Aerotech racer to international world speed records. Feuling has also been involved, both as a designer/builder and driver, in record-smashing speeds at the Bonneville Salt Flats, one of which was a streamliner that ran well over 300 mph. Feuling got his first ride on a Harley (his dad's) at the tender age of 2. At 16, he won the California State Motorcycle Championship. Professionally, he has surrounded himself with a staff of top-notch engineering specialists and has equipped his 27,000-square-foot facility in Ventura, California, with the latest in computer CAD/CAM/CAE equipment, plus Space Age engine testing stations, including a 14,000-rpm Heenan-Froude G-490 and a Superflow SF-7100, as well as a vast array of testing and analyzing equipment. Feuling also has over 120 U.S. and foreign patents to his credit. They include the 4-valve technology shown here, plus high-efficiency combustion chambers and heads for big-block Chevy V8s, friction reducing coatings,

It's difficult to detect the Feuling 4-Valve package once it's installed. Al Sherman's '87 Evo Softail now puts out 100-plus hp and is ready to explode at the twist of the throttle.

The Feuling 4-Valve package comes complete, ready to install, with no surprises. It does require a second carburetor and a Feuling custom-built exhaust system.



Want to double your horsepower, increase torque by 40 percent, and increase your mpg too? For '84-up Evo engines, this is it. All of the parts are designed, made and machined from the highest quality materials, standards and computer-aided machines.

This photo shows the heads installed with the dual carb "Ram Chamber" Plenum intake manifold in place. You'll need to buy a second carb.

Installation is straight-forward and the instructions are easy to read.

Here's a Feuling patented 4-Valve head exhaust system. Pipes feature Anti-Reversion cones while CVX mufflers offer zero horsepower loss. Both are heavily chrome-plated.

Photos: Jay Storer

racing helmet designs, valve shapes, mufflers, Anti-Reversionary headers, supercharger design and direct injection units that reduce emissions.

4-VALVE PACKAGE

The kit includes finished heads with stainless steel valves and chromed stems, silicon-manganese bronze valve guides, chrome-moly valve seats, inner and outer valve springs, chrome-moly pushrods, 8620 steel (investment casting) rocker arms, chrome-moly retainers, aluminum valve covers, and swivel adjusters. Along with the heads comes a patented-design, high efficiency, dual carburetor "Ram Chamber" Plenum intake manifold. All the necessary fasteners and gaskets are included as well as complete, easy-to-read (and understand) instructions.

The heads are made from Space Age 356 alloy, heat-treated to T-6 hardness. The combustion chamber features a Pent-Roof design with 22-24 degrees of valve incline and 55cc volume (without gaskets). The spark plug is centrally located. Valve sizes are 1.476-inch intake and 1.181-inch exhaust. By design, the combustion chamber is low-octane tolerant—meaning it's a 10.8:1 compression ratio and can handle pump gas without knocking. The head also features a more-than-adequate fin design to transfer heat and keep things cool. Lastly, the exhaust port is extremely short, so heat transfer into the cylinder is minimized.

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The 4-valve kit does not include an exhaust system or a second carburetor. Carb choices include a stock unit or aftermarket units from Screamin' Eagle, Edelbrock, QwikSilver or Keihin CV. The Feuling heads will not accept stock exhaust configurations, so the customer must either buy a special flange assembly from Feuling R&D that adapts the exhaust port to a header kit for custom fabrication, or you can buy a complete system from Feuling which includes Anti-Reversion exhaust pipes and CVX mufflers (both Feuling designed and patented). It offers zero horsepower loss. It's not quiet—but, then again, Jim Feuling knows what Harley riders like, 'cause he's one of 'em.

EASYRIDERS '87 EVO SOFTAIL

Al Sherman, age 50-something, has driven and ridden them all—from Vettes to Velocettes, and from '57s to '97s. Lately, though, he's grown tired of being last in the pack on his 50hp '87 Evo Softail. When he heard about Feuling R&D's 4-valve heads, he couldn't get there fast enough (pun intended). After installation and some tuning, Al's deep voice became high-pitched cuz his shorts were puckered like never before. All we had to do was throw him one word: "Well?" His reply was, "The head assemblies ($2,399) and exhaust system ($265-$300) is the best bang for the buck going. Riding is a whole new experience. It sounds different and does everything a lot faster! Mileage is better too. I'll be motorin' at the front of the pack now." Note: Al's stock clutch assembly took a dump in the first 100 miles so a new super-duty Barnett unit was installed and has worked flawlessly.

4-VALVE DRAG HEADS

If drag racing is your deal, Feuling has a bona fide race version that many record-holders are presently using. With bigger valves, race cam and rev kit, a Big Twin 114 to 140-cubic-inch mill can produce 240 horsepower on gas and 450 horsepower on fuel.

—*T.M.*

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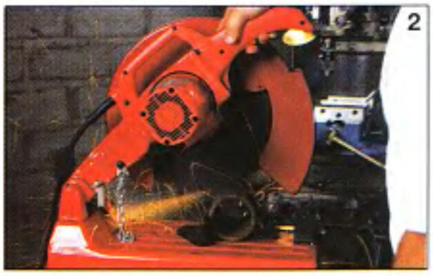
READ THIS TECH TIP AND WIN THIS BIKE!

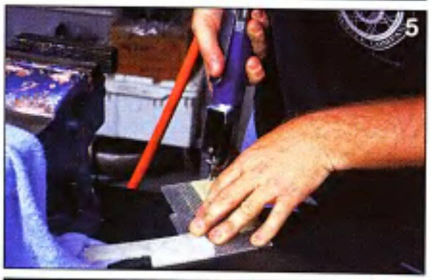
Well, Maybe, If You Can Write

It's confusing. Here's a tech tip on handmaking taillights with LED inserts that are bright enough to singe the paint off a tailgating cage. So I called Paul Yaffe, the legend at American Legends Motorcycle in Phoenix, Arizona, to quiz him on the bulbs, and he lays this contest idea on me. Remember this bike feature—I'll bet you do. He built this road chewer and another similar one and it was on the cover of the March 1997 issue of *Easyriders*. He sold the sister motorcycle, and it broke his heart; so here's the plan. Send a 3,000 word essay and 100 bucks to Paul, and the winner of the contest will get the bike. Entries are limited to 300, so the odds are hot. If he doesn't receive at least 300 entrants, all money will be returned. The essay, fiction, or commentary, must revolve around heart and, of course, motorcycling. That's it, except that Bandit agreed to publish the winner on these scraps of paper somewhere down the road. Oh, and let's see—we need a deadline for submissions. Since this is the November issue, let's make the deadline November 30. So pull up those keyboards and get to work. Hell, I'd write 10,000 words inna day for this putt, 'cept I ain't eligible. OK, enough of this bullshit, since I can't win it. Let's study the tech shots.

First I want you to note the depth of research Paul went through to locate this exclusive chunk of rusty pipe (photo 1). These taillights were designed to be inserted, then welded into place in steel saddlebags built by Jesse James. "Yep," Paul "the Legend" said, "Only the best materials were used. Nice rusted pipe found in a scrap box should work just fine."

Already I was impressed with Paul's level of expertise, and I began to capture a glimmer of why Bandit calls him the Legend. Paul's machinist cut the pipe to length with a cutoff saw (photo 2), then chucked it in a lathe to machine to size. The Legend then checked the





Photos: Paul Martinez

size (photo 3). "As if it really mattered," he mumbled under his breath. The chunk of rusting pipe was cut with three internal steps: one for the red lens, one for the circuit board holding 75 LED lights, and the third for a steel backing plate.

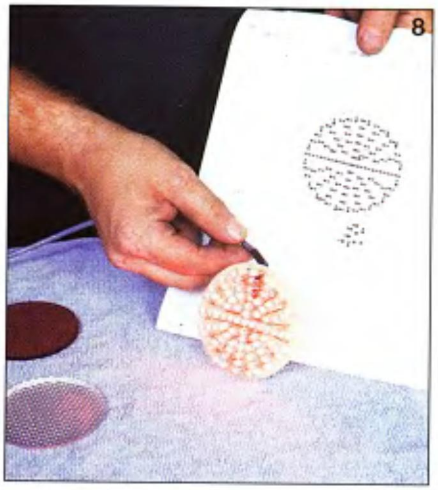
Then he marked and cut the red plastic lens and sanded the edges to prevent splitting (photos 4, 5, 6, and 7). Paul's electrical engineer, Jack Kendall, designed the scheme for the position and quantity of diodes used behind the circular lens to light up small towns (photo 8). Then Jack made the LED board and finished trimming the circuit board for final fit. The circuit board was made of fiberglass with a copper backing which the team acid etched to form the circuit. Then Paul, in his Legendary wisdom, spent long hours into the night soldering each LED diode into place (photo 9). Each 600 lumen bulb costs a buck and puts off very little heat, so the lenses won't melt and will last virtually forever. "I've installed thousands in my line of lights and one-off applications, and perhaps five have failed," the master muttered under his sour breath. Finally, he made sure they will stay in place by coating the entire fixture with a vibration-proof rosin. If not sealed, vibration can work the wires and the LEDs can break off. That's it, but this demonstrates how versatile and easy LED installation can get. It's just a matter of finding the right frame for the job (photo 10).

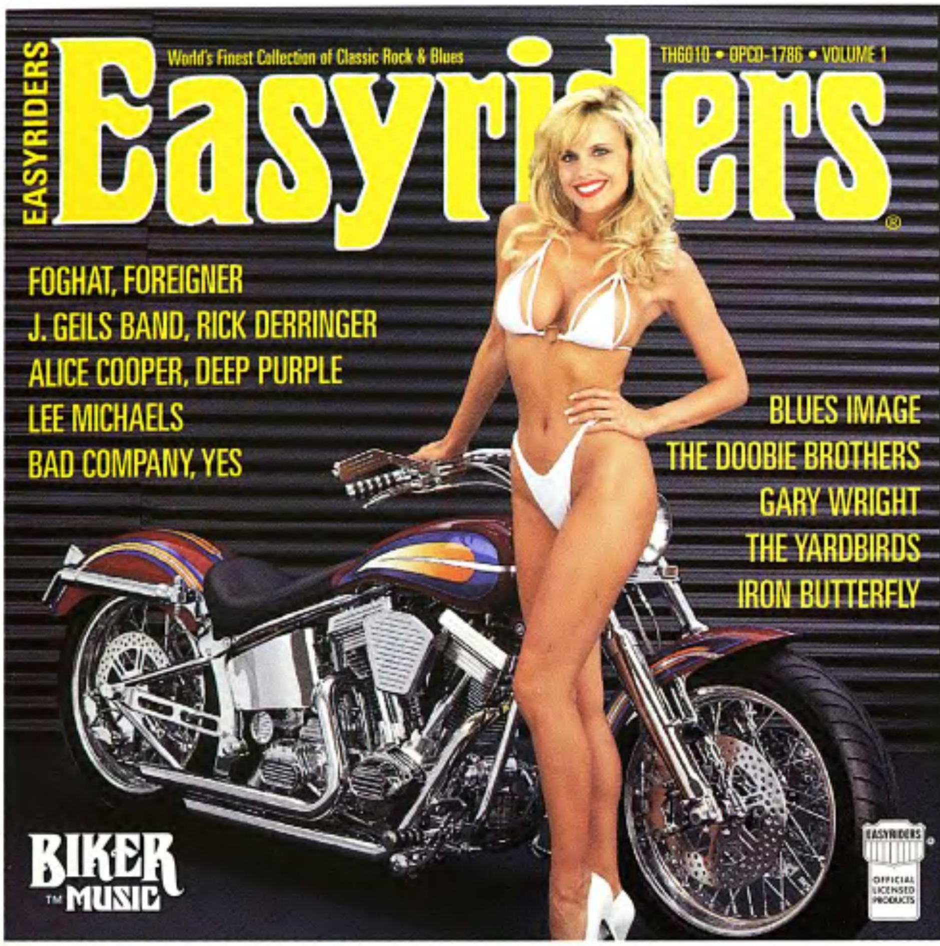
All right, the choice is yours. You can go out in the garage, cut a hole in your fender and begin a LED experiment (photo 11). Or turn on the computer and pour your heart into a true chunk of literary grit and get this pavement stomper for your efforts. Whatever, go for it. Like Bandit says, "No time to lose." —*Wrench*

Source

Paul Yaffe
American Legend Motorcycle Company
4110 N. 20th St., Phoenix, AZ 85016
(602) 266-8226

Jesse James
West Coast Choppers
16243 Minnesota Ave.
Paramount, CA 90723
(562) 531-9777





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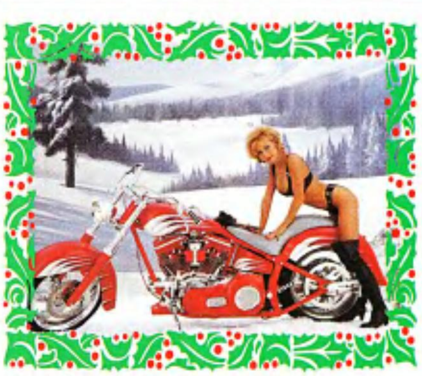


Part # 110328. Happy Holidays.

Part # 110326. Merry Christmas.

Part # 110329. I'm dreaming of a ride this Christmas.

Part # 110324. Here's hopin' you get all the toys you ask for this Christmas.

Part # 110315. Harley with your lights so bright, won't you guide my ride tonight.

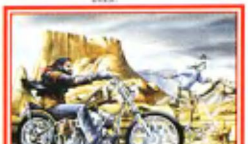
Part # 110313 Breakin' thru to a Merry Christmas and a New Year's blast.

Part # 110314. Spreadin' biker good will to all.

Part # 110327. Season's Greetings.

Part # 110319. Spreadin' biker goodwill this holiday season.

Part # 110310. Have the ride of your life this season.



Part # 110301. (A biker Christmas story.)

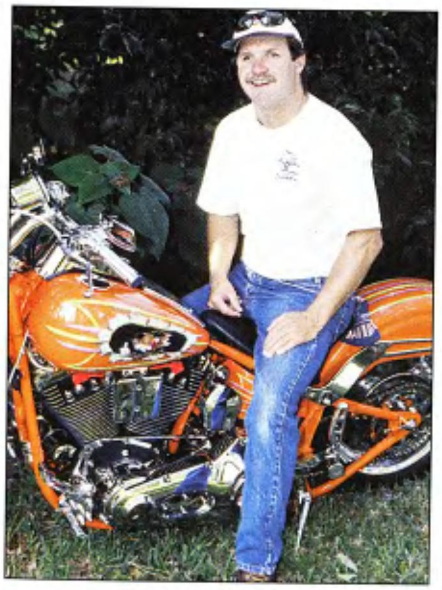
Part # 110325. Season's Greetings.

Photos: Pat Rande

Kurt Godek

Oak Bluffs, Massachusetts

1993 Pro Street



I got a call from an old classmate the other night, informing me that my 15-year class reunion was coming up. She said she'd heard that I was married, living on a farm, and was a writer. Oh, I could see it now—it wouldn't have mattered if I told her that we raise emus, and that my wife is Amish; I knew as soon as I told her that I worked at *Easyriders*, my wife and I would be subjected to a night of "Born To Be Wild" cliches. Oh, the questions about swinging biker parties, and if we ever witnessed a murder, or the famous, "What's it like to hang with biker gangs?" ("You mean like the Hamsters, and Weasels?")

Of course, my buddies Moe and Jon Towle, both of whom I graduated with, said we ought to mount flamethrowers and .50 caliber fully automatic machine guns to our choppers, and park in the lobby of the country club where it's going to be held.

So Ruby (the classmate) goes on to ask what have I written, and I say, "Oh not much. Occasionally, one of the feminist magazines lets me contribute a, 'What it's like to be a sensitive liberal male in the '90s' article. One article pays five thousand dollars, though, so I don't have to work much. What I'd really like to do is write Conan comics, though." There was a long pause, and I was holding my hand over my mouth, so she couldn't hear me gagging. She finally told me when it was, and where it was going to be held. Funny, she didn't seem too thrilled about me coming.

Kurt Godek could relate; his 20-year class reunion is coming up, and he can't wait till his former classmates get a load of his Gary Smith-muraled Pro Street Softail. Kurt, who lives in Oak Bluffs, Massachusetts (be careful, Kurt; Ted Kennedy still has his license), started out with a fairly stock '93 Softail, but decided that he wanted to run bigger rubber, a little more umphh, and that stock pastel blue paint job, what was Harley thinking? They should just deliver new bikes in primer. But anyhoo, he's got a set of Branch heads, S&S carburetor, Dyna ignition, and Andrews EV5 cam. Greg Eaton and Frank The Fabricator handled the frame widening in order to run a fat Metzeler, and Gary Smith applied one of his famous dangerous murals.

Just curious. I wonder if the Bayonet Brothers are busy, and wouldn't mind attending a class reunion?

—*Flynch* →

READERS' RIDES

Photo: Cheryl Corkum

Charlie Corkum
Hubert, North Carolina
1986 FXSTC

Nancy would get homicidal if she could see me now. It's way past midnight and I'm sitting on the front porch with my three dogs (two pit bulls and a boxer). I'm supposed to be writing my monthly assignments, but it's the week of the 50th anniversary of the Roswell sightings, and being that I live a hundred miles southwest of Dayton's Wright-Patterson Air Force base, and 20 miles east of the Jefferson Proving Ground, in Madison, Indiana, I can't help but sit here and stare out into the clear, starry night. I can see everything that moves at Dayton, and I ponder what the Hamsters are doing this week. I wonder about aliens, Bomber and Oil Can Scott. But, alas, I must go back in and stare at the computer screen, especially since my temperature rises every time the word welfare is mentioned, and the thought of my working tax dollars paying for it. (I'd rather pay for extraterrestrial research.) There are 24 hours in a day, and I only need six for sleep; there is a lot of time for productive activity, like building bikes, riding bikes, and working three jobs, man, to pay for bikes.

Enter Charlie Corkum, average working Joe, man with a righteous ride, a will of iron, a work ethic unheard of at any unemployment office, two jobs, and a supportive wife, Cheryl (who has a rippin' Sporty). Charlie, 38, makes his living as a high-power lineman, and to support his Harley habit wrenches scoots at Hawg Wild in Hubert, North Carolina. (Hawg Wild, by the way, is under scrutiny by the Harley-Davidson corporation because Hawg sounds like Hog.)

Charlie started riding 22 years ago, and about seven years ago he ran across a bone stock '86 Softail. Stock might cut the cheese for those not of this Earth, but Charlie decided to go Hawg Wild on this one. Now cubic inches might impress the guys in line for the urinal, but Charlie, whose not one for porcelain racing, kept the bottom end at 80 inches, and concentrated on the dynamics of the internals instead. He had the heads shaved, ported, and polished by C.J. Quintana, chose a Head Quarters thunderstick cam, a Dyna S ignition, and a Mikuni carb.

After the engine was complete and it, along with the tranny, was polished, he turned his eye toward aesthetics, starting with RC Components wheels, rotors and pulleys. He then installed a White Brothers lowering kit, a flush gas cap, cut out the neck and rear frame sections, and had Jim Lambert blast the House of Kolor red and white flame job. Charlie says he couldn't have done it without help from C.J., John Jackson, Danielle, and Cheryl. What, no help from Jupiter? Those bastards.

—Flynch

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Munk
Braunschweig, Germany
1979 Shovelhead

Munk picked up this Harley back in 1986 and, like so many others, it was in a pretty pitiful state. The front wheel housing was broken, the adjustable fork neck was torn open, and the piston pin circlip in the rear cylinder was missing, thus causing the bolt to destroy the cylinder. The rear brake drum had been welded and therefore totally out of shape. The gear shaft was out of adjustment, so the adjustment bearing could not be installed, and the bearing in the clutch housing was shot ... I won't go on.

Munk decided to completely rebuild it. His dream was to turn the Shovel into a true '70s chopper with extreme road clearance—in the form of 25-degree raked forks—chromium plating, and all "redundant parts thrown overboard."

Munk wanted to make his ride as

Photos: Vanda Kilner

extreme as possible, while still maintaining the necessary directional control to handle the most precarious of situations. To that end he substituted the original front brake for a Grimeca double Simplex brake and shortened the CPO gear shift system in order to avoid ground contact when cornering.

Munk did all the work himself, from hiding the wiring, to fitting the fenders, oil and gas tanks, and seat. And as far as his dream of creating an extreme yet functional bike—the pictures definitely speak for themselves.

—V.K.

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The motorcycle marketplace just got more interesting with the recent introduction of yet another V-twin-powered American-made motorcycle. The bike is the Victory, produced by Polaris Industries, a company better known for its personal watercraft, snowmobiles and all terrain vehicles.

With 92 cubic inches and an estimated 70 to 80 horsepower (final figures are not yet available) the Victory should be able to run with any other stock V-twin on the street. Each cylinder head houses four valves and one chain-driven overhead camshaft. →

POLARIS ENTERS THE MARKET

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By equipping the motorcycle with fuel injection and placing the air intake up under the 5-gallon fuel tank, the Victory eliminates both the standard air cleaner and the carburetor. More conventional are the staggered pipes that run down the engine's right side. Power from the big V-twin passes through a gear-driven primary to a 5-speed transmission and by belt to the rear tire.

In designing the new Victory, the Polaris team tried to make a bike that was more than just fast or good looking. "Our goal was to produce a competitively priced cruiser, providing better handling, braking and straight-line performance than any mass-produced V-twin cruiser on the market," said Matt Parks, Victory Motorcycles General Manager.

Good handling requires a stiff chassis, and to that end the Polaris engine is solid mounted. At the rear, a single coil-over hidden under the seat provides 4 inches of travel, while in front, 45mm fork tubes give 5 inches

of suspension movement. The right side lower leg supports a 4-piston caliper, squeezing a 300mm floating rotor. The rear brake uses a rotor of the same size combined with a 2-piston caliper. Both aluminum mag-style wheels measure 16 inches in diameter.

Engines for the motorcycles will be built at the Polaris engine plant in Osceola, Wisconsin, and the bikes will be manufactured at the company's Spirit Lake, Iowa, plant. The first production motorcycles are scheduled for delivery in the spring of 1998 and will be offered for sale through 200 specially chosen Polaris dealers. When asked about price, Parks would give no firm numbers, explaining only that, "Our bike will cost more than a Japanese cruiser and less than a Harley-Davidson."

Not since the Great Depression have there been so many American companies manufacturing motorcycles. No one can predict how many of these companies will survive. In the end, the only ones sure to win are →

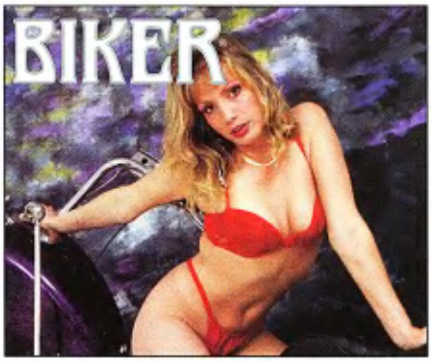
Manufacturer:	Polaris Industries, Inc.
City:	Minneapolis, Minnesota
Make/Model:	1998 Victory
Engine:	oil cooled, 50-degree, V-twin
Bore x Stroke:	97 x 102mm
Displacement:	1507cc
Valve Train:	S.O.H.C., 4 valves per cylinder
Fuel Management:	electronic fuel injection
Exhaust:	staggered dual exhaust
Primary Drive:	gear with torque compensator
Transmission:	5-speed
Oil capacity:	6 quarts
Final Drive:	belt
Dry Weight:	600 lbs.
Seat Height:	28 inches
Fuel Capacity:	5 U.S. gallons
Length:	94 inches
Ground Clearance:	5.51 inches
Wheelbase:	63.31 inches
Front Brake:	300mm floating rotor, 4-piston caliper
Rear Brake:	300mm floating rotor, 2-piston caliper
Front Suspension:	45mm fork tubes, 5.12 in. travel
Rear Suspension:	single shock, 4 inches travel
Instrumentation:	electronic speedo and tach, with odometer, resetable trip meter, oil light, high beam indicator, fuel gauge, low fuel light, oil light, and clock
Photos:	courtesy of Polaris, Tim Remus

the enthusiasts, the bikers who now have more choices than ever before. For more information contact Victory Motorcycles, USA, 1225 Highway 169 North, Minneapolis, MN, 55441, (612) 542-0500. Next month we take a look at Confederate Motorcycle Company's latest model. Keep your eyes open for it.

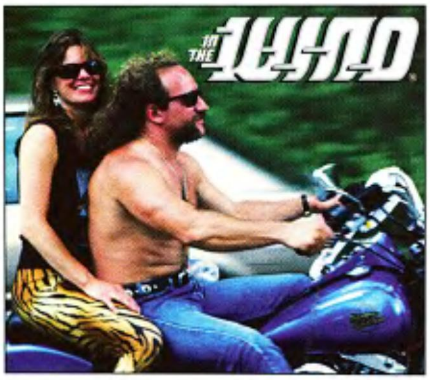
—T.R.

COMING AT YA

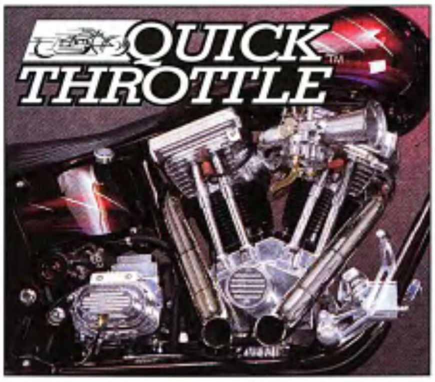
Yeah, I know, it's hard to think about the Holidays in the middle of the riding season, but here in the garage, where it's damp, dark, and we live three months in advance, it's damn near Christmas, and we're fulla Yuletide cheer, goddammit! So jingle all the way to your local liquor store and pick up the **December** issue where we give you more entertainment than should be legal, starting with the girls of the *Easyriders* Web site. That's right, for those of you who haven't dropped in on the wildest address online (www.easyriders.com), we've taken the hottest babes off the superhighway and brought them right into your living room for your viewing pleasure. Merry fuckin' Christmas. You're welcome. Another great piece of Holiday fiction should get you in the giving spirit, not to mention our listing of all the top toy runs in the country. In the sled department we have six sizzlers including an outrageous dual-carbbed Knucklehead. A tranny guide and a course in sheet metal by Randy Simpson top our Tech Tips, and coverage of Hollister and Sturgis bring back those summer memories (if you remember anything about those two runs). Miss this one and you'll get coal in your stocking. *On sale October 23*



Hang on to your shorts, if'n ya wear 'em, 'cause you'll see the leg-wettin' **December** issue next! Of course that means the distinct T&A section gives us that one last peek at the knockout cover girls of 1997. We've got toy run coverage from Arizona, Florida, and Mexico, and a bunch of *Easyriders* Rodeo action at Keene, N.H. This is the rag for dissenting adults, and our meaningless lives have been dedicated to givin' you the best in bikes, chicks, and shit. *On sale November 4*



We turn the corner on a new year and inch our way to the next millennium with the **January** issue of *In The Wind*. With lots of shots taken during the '97 riding season, '98 promises to get off to a kicking start, from big events to backyard bashes. The uniqueness of our lifestyle comes across with dozens of personalized license plates on display. A dashing dolly trying to make her way in life—on the p-pad of a highway flyer—takes the centerspread. Check it out. *On sale October 9*



Hang on tight 'cause the **November** issue of *Quick Throttle* will be screeching around the corner and onto a newsstand in your area. Featured proudly on the pages will be Bob William's sizzlin' Shovelhead, Steve Stone's stretched Softail, James Bromalick's Pro Drag monster, and Roy Guthrie's Cafe Shovster. If it's racing ya crave, check out the AMA Superbike race in Monterey, Calif., and the AHRA drags in Sears Point. Don't get left in the breeze; grab a copy quick. *On sale now*

VQ No. 17, **December**, is wrapped up and ready to celebrate the season. Our Yuletide extravaganza begins with a toy run, Beverly Hills style, complete with Hog-riding celebs and high-dollar donations. Our Moto Mall is crammed full of holiday gift giving ideas for the discriminating biker, and a bevy of iron beauties, from Richard Jordan's white tiger FXSTC, to Arlen Ness' latest sensation, to James Vestring's '47 Flathead, are more than enough to top any rider's wish list. *On sale now*

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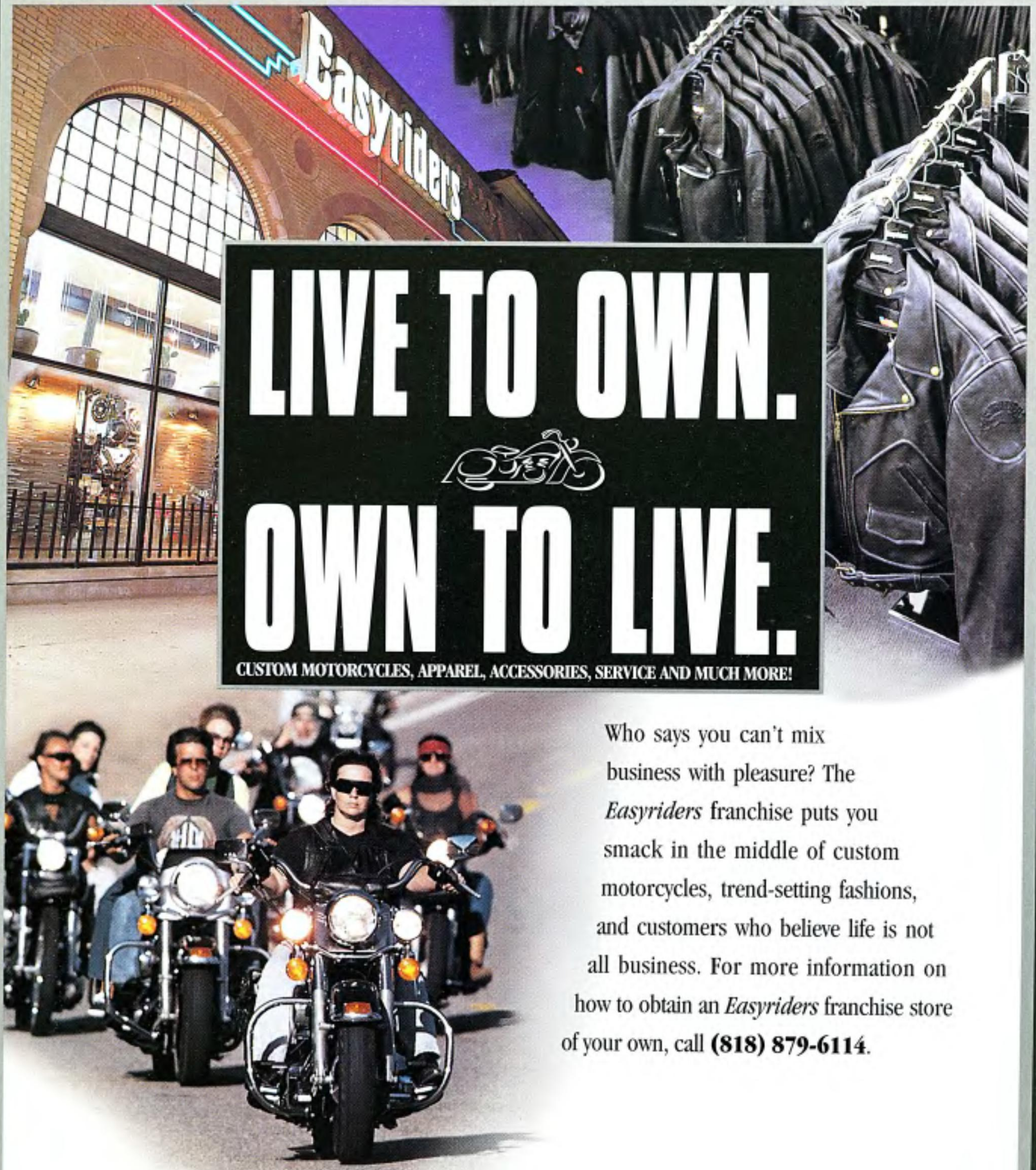

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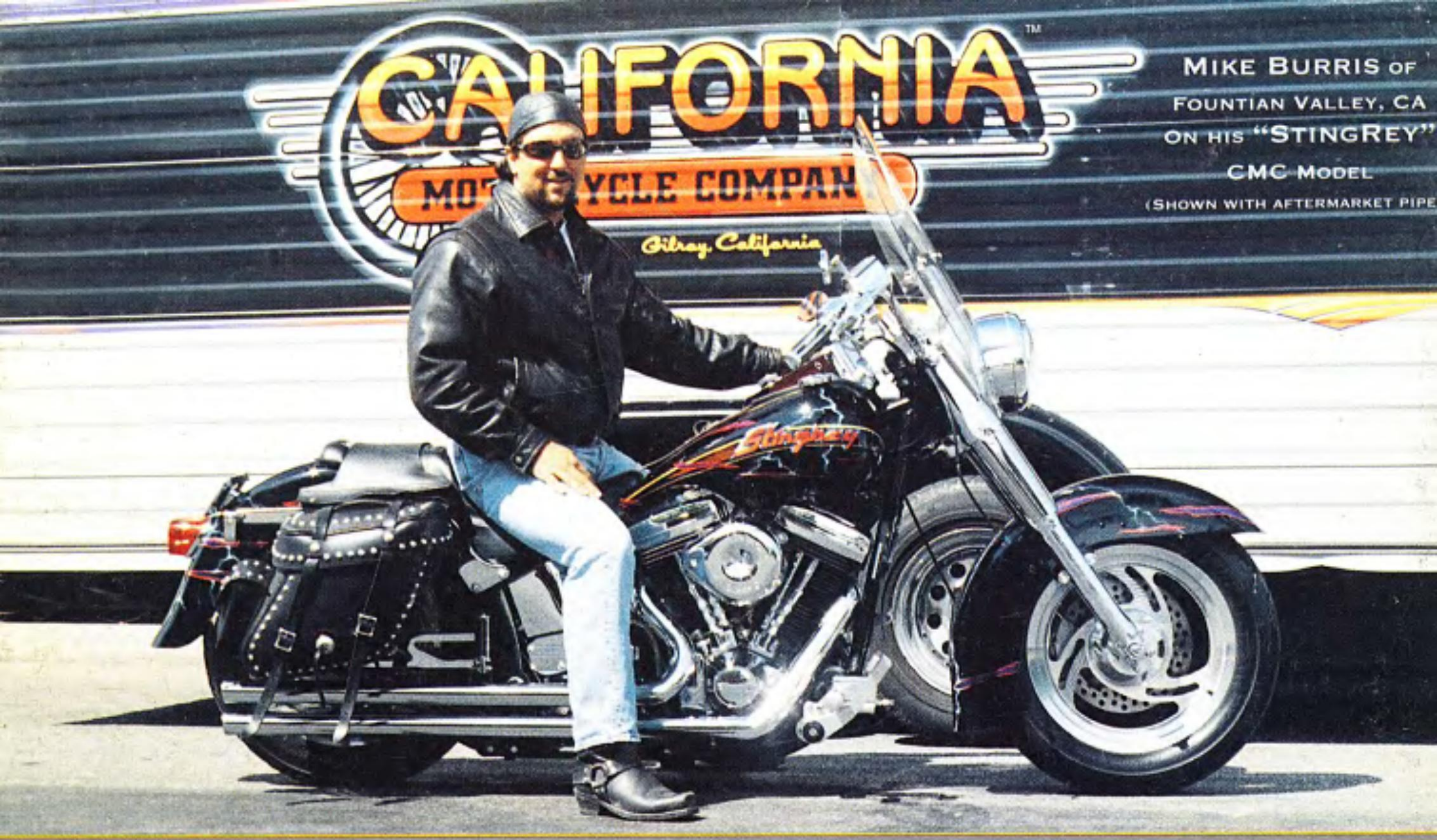

"Live Life Full Throttle"

ON THE ROAD WITH CMC

I RECENTLY BOUGHT A "STINGREY" CMC MOTORCYCLE AND I COULDN'T BE ANY HAPPIER. I HAVE WANTED TO SEE THE WEST COAST FROM A MOTORCYCLE, SO I TOOK 4 WEEKS OFF FROM WORK, JUMPED ON MY "STINGREY", AND STARTED CRUISING. I LEFT MY HOME IN ORANGE COUNTY, CA, AND RODE UP THE 101 THRU CALIFORNIA, OREGON, AND WASHINGTON. I STOPPED AT SEVERAL LAKES AND STREAMS TO DO SOME FISHING AND RELAXING. I MADE IT TO THE VERY NORTHWEST TIP OF WASHINGTON. I HAD THE PACIFIC OCEAN TO MY WEST, AND CANADA TO THE NORTH ACROSS THE CANAL, I THEN RODE TO SEATTLE AND TOOK INTERSTATE 20 ACROSS THE NORTHERN CASCADE MOUNTAINS, WHERE THERE WAS STILL SNOW ON THE SIDE OF THE ROAD, IN JULY. I CONTINUED EAST TO NORTHERN IDAHO, JUST A FEW MILES FROM THE CANADIAN BORDER. I THEN RODE BACK THRU WASHINGTON INTO CENTRAL OREGON TO SEE THE FOSSIL BEDS OF OREGON. I CONTINUED SOUTH INTO CALIFORNIA AND TO RENO, NEVADA WHERE THE TEMPERATURE EXCEEDED 100 DEGREES. FROM RENO I RODE SOUTH TO MY HOME IN SOUTHERN CALIFORNIA, I WENT 4,000 MILES IN 4 WEEKS, AND FROM THE COLD IN THE MOUNTAINS TO THE HEAT IN THE DESERT, I DID NOT HAVE ONE PROBLEM ON MY RIDE. I JUST WANTED TO SAY THANKS TO THE GUYS AT THE FACTORY WHO BUILT THIS BIKE AND SPENT THE TIME PUTTING QUALITY AND PRIDE INTO THEIR MOTORCYCLES.

LIVE LIFE FULL THROTTLE,
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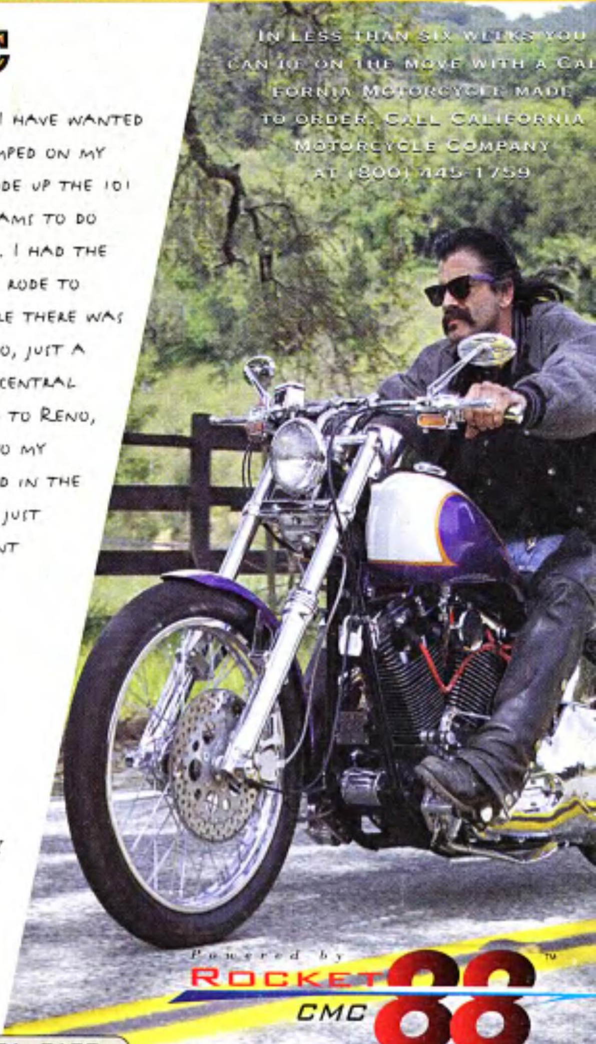

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